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June 20, 2008

TO: Members of the MAG Transportation Review Committee
FROM: Tom Callow, City of Phoenix Chair
SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, June 26, 2008, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

Members of the MAG Transportation Review Committee may attend **in person, via videoconference or by telephone conference call**. Those attending by videoconference must notify the MAG office three business days prior to the meeting. Those attending by telephone conference call are requested to call (602) 261-7510 between 9:55 a.m. and 10:00 a.m. on the date of the meeting. After the prompt, please enter the meeting ID number 6872 (MTRC) on the telephone keypad followed by the pound key. If you have a problem or require assistance, dial 0 after calling the number above.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Christina Hopes at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. If you have any questions or need additional information, please contact Eric Anderson or Christina Hopes at (602) 254-6300.

TENTATIVE AGENDA

1. Call to Order

COMMITTEE ACTION REQUESTED

2. Approval of Draft May 30, 2008 Minutes

2. Approve Draft minutes of the May 30, 2008 meeting.

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.

3. For information and discussion.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.

4. For information and discussion.

ITEMS TO BE HEARD

5. Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Instead of producing a new TIP, for FY09, the 2008-2012 TIP is being amended and modified. The majority of

5. Recommend approval of amendments, and administrative modifications to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables..

project changes are administrative modifications related to costs. The proposed Highway administrative modifications and amendments to the FY2008-2012 TIP are listed in Table A, and proposed Transit administrative modifications and amendments are listed in Table B. An administrative modification does not require a conformity determination. In addition, Table A includes a column annotating the ADOT projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program. Please refer to Attachment One.

6. Final Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program

The Interim FFY2008 MAG Closeout is on the June 25, 2008 Regional Council agenda for approval, and includes the deferral and deletion of federal funds for 38 projects totaling \$40.05 million dollars, 18 projects to be funded by Closeout Funds totaling \$14.7 million, and a contingency list of 4 rank ordered projects. As of the Transportation Review Committee agenda mailout, no additional funds were identified for projects on the contingency list. An update will be provided at the June TRC regarding any changes to the identification of additional funds.

7. Proposition 400 Noise Mitigation Funding

Funding for freeway noise mitigation was set aside as part of Proposition 400. A portion of these funds are targeted for additional noise wall construction along freeways in the MAG area. In May 2007, MAG issued a request for jurisdictions to submit projects for these funds. Based on the preliminary analysis of the 11 projects submitted, the Transportation Policy Committee in October 2007 authorized ADOT to move forward on the more detailed analysis including noise modeling for future conditions. The analysis has now been

6. For information and discussion, and possible action to recommend approval of the Final Closeout for Federal FY 2008, and recommend amending/adjusting the FY 2008-2012 MAG TIP and the FY 2008 MAG Unified Planning Work Programs and Annual Budgets to allow the projects to proceed.

7. Information, discussion and possible action to recommend that the noise barriers be constructed at the 11 sites identified using the Proposition 400 Noise Mitigation funding.

completed and the final report has been delivered to MAG. The study found that all of the sites studied were within one decibel (dBA) of the 64 dBA noise threshold with most of the sites projected to exceed the threshold. ADOT has determined the size of the noise barrier needed to reduce the noise levels to an acceptable level. The cost to construct all 11 noise barriers is estimated to be \$15.6 million, which is within the available funding. Please refer to Attachment Two.

8. Use of I-10 Corridor for High Capacity Transit

A high capacity transit project serving the I-10 west corridor, the Capitol Mall area, and connecting with the light rail system in downtown Phoenix was included in Regional Transportation Plan. Valley Metro Rail (VMR) conducted the Alternatives Analysis (AA) required for this project. The AA will result in the selection of a locally preferred alternative that includes the definition of the alignment and technology to be used for the project. The selected technology will likely be light rail or bus rapid transit. The findings of the AA determined that the alignment may be in the I-10 corridor from approximately the I-10/I-17 interchange and 79th Avenue. When the Environmental Impact Statement for I-10 was completed in the 1970s, 50-foot open median of this section of I-10 was designated for possible public transit use. Since the transit project, once built, will utilize space in the corridor for dedicated transit use, VMR is requesting that MAG recommend the high capacity transit project be located in this section of the I-10 corridor. Please refer to Attachment Three.

9. MAG Travel Time and Travel Speed Study

MAG has completed a major traffic data collection exercise. The survey teams

8. Information, discussion and recommendation to adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements.

9. For information and discussion.

collected travel time, travel speed, and intersection delay on 2,000 centerline miles of MAG regional arterials and freeways. The data collected will allow for detailed analysis of traffic trends and patterns in the region as well as timely updates of the MAG regional travel forecasting model. The study consultant, Steve Taylor of Jacobs Carter & Burgess. Steve Taylor, and the MAG Project Manager, Wang Zhang, will summarize the key findings of this study.

10. DRAFT - MAG Federal Fund Programming Principles

Since March 2007, there have been three stakeholder meetings with MAG staff and member agencies to update and expand the guidelines and process regarding programming federal funds. The Federal Fund Programming Principles were developed using the processes that are currently in place, which are explained in the Guide to Transportation Programming, the Transportation Improvement Program Guidance Report (TGR), and the approved Closeout Guidelines and Process. There will be a fourth stakeholder meeting concluding comments and input on the Draft MAG Federal Fund Programming Principles on Thursday, July 10, 2008, from 1:30 pm to 3:30 pm in the Cholla Room at the MAG Offices. It is the intention to test the Draft MAG Federal Fund Programming Principles in FY09 for the competitive project selection process for paving projects and street sweepers, project changes requests, and the Federal Fiscal Year 2009 Closeout Process. This will allow the processes to be assessed and adjusted before the Principles are formally approved. The draft MAG - Federal Fund Programming Principles are attached for review. Please refer to Attachment Four for additional information.

10. For information and discussion.

11. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

12. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, July 24, 2008 at 10:00 a.m. in the MAG Office, Saguaro Room.

11. For information and discussion.

12. For information and discussion.

**DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE**

May 30, 2008

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
ADOT: Kwi-Sung Kang for Floyd Roehrich
Avondale: Janeen Gaskins for David Fitzhugh
Buckeye: Scott Borst for Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
*Gila River: David White
Gilbert: Tami Ryall
Glendale: Bob Darr for Terry Johnson
Goodyear: Cato Esquivel
*Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

*Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
*Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Amber Wakeman for Carlos De Leon
Valley Metro Rail: John Farry
Wickenburg: Gary Edwards
Youngtown: Mark Hannah for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
City of Mesa
*Street Committee: Darryl Crossman, City of Litchfield Park

*Pedestrian Working Group: Brandon Forrey,
City of Peoria
*ITS Committee: Mike Mah

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Maureen DeCindis, MAG
Monique de los Rios-Urban, MAG
Bob Hazlett, MAG
Roger Herzog, MAG
Steve Tate, MAG
Kevin Wallace, MAG
Eileen Yazzie, MAG
Charles Andrews, City of Avondale
David Johnson, Town of Buckeye

Stephanie Prybl, Town of Gilbert
Ray Dovalina, City of Phoenix
Traci Pete, City of Phoenix
Lynn Timmons, City of Phoenix
Ken Hall, City of Mesa
Theresa Gunn, GCI
Tom Remes, City of Phoenix
Jim Creedon, Landy & Creedon

1. Call to Order

Mr. David Moody from the City of Peoria called the meeting to order at 10:05 a.m. Mr. Moody requested a role call attendance on the behalf of MAG Staff and announced that the quorum had been met.

2. Approval of April 24, 2008 Draft Minutes

Mr. Moody asked if there were any changes or amendments to the meeting minutes, and there were none. Mr. Lance Calvert from the City of El Mirage moved to approve the minutes as presented. Ms. Patricia Kraus from the City of Chandler seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Moody stated that he had not received any request to speak cards from the audience, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Moody announced that Mr. Eric Anderson, the MAG Transportation Director, was unable to attend the meeting due to other obligations. As a result, the Transportation Director's Report would be postponed until the June meeting of the Transportation Review Committee (TRC).

5. Interim Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program

Mr. Moody announced that a letter in regards to this agenda item had been delivered to Tom Callow, the Chair of TRC, late the night before. Mr. Moody informed the Committee that since the letter pertained to an item approved at the last Regional Council meeting that MAG could not handle the matter administratively. He added that it would require the item be returned to the TRC to be reheard and that revisiting the item would impact the Federal Funds Closeout Process.

Ms. Tami Ryall from Town of Gilbert (Gilbert) acknowledged the letter was sent by Gilbert and announced that Gilbert would be withdrawing the request. She explained that the letter requesting to withdraw the deferral the Santan Vista Trail/Eastern Canal Project was intended to highlight a larger issue with the Federal Fund Closeout Process. Ms. Ryall stated that a process did not exist for when a local jurisdiction changes priorities of projects funded in Transportation Improvement Program (TIP) and want to change the years not the funding or scope of the project.

According to Ms. Ryall, Gilbert had two projects underway, and the FFY08 Closeout Process

application for the higher priority project was submitted late to MAG late. She expressed frustration that a process to change the years of the second project at the modal committee level was not established. Ms. Ryall encouraged Committee members to remember that funding discussed during the Federal Funds Closeout Process were allocated to a specific jurisdiction. She continued expressing that from a jurisdictional perspective, agencies were being forced to relinquish their rights to funding allocated in order to change the years of the project. In conclusion, she stated that the letter was sent to Chair as an illustration of the issue and as a point of conversation.

Mr. Moody asked if the letter dated May 29, 2008 sent by the Town of Gilbert to the Chair of the TRC was being removed. Ms. Ryall stated that she had discussed this issue with Mr. Dennis Smith, the Executive Director of MAG. She stated that the Town of Gilbert did not have an interest in reintroducing the specific situation to the MAG Committee Process. Instead, the letter was meant as a means to bring the issue to the Committee's attention. Mr. Moody thanked Ms. Ryall for her comments and suggested that MAG Staff consider bringing the discussion before the Committee at a later date.

Ms. Yazzie, the MAG Transportation Programming Manager, asked to address the Committee about this issue. She explained that when a jurisdiction has multiple projects in the Transportation Improvement Program (TIP) programmed with federal funds that reprioritization may occur. She cited the reprioritization of two projects by the City of Chandler, which were approved through the MAG Committee process during the current fiscal year. Ms. Yazzie stated that the reprioritization of the two projects began at the modal committee level with the reprioritization request being heard initially by the bike and ped modal committee. She added that the reprioritization was also heard by the TRC and approved by the Regional Council as part of a project change request for the TIP.

Ms. Ryall commented that the option for reprioritization was not available as part of the closeout process. Mr. Moody asked if something should be available to address the issue during a specific time frame. Ms. Yazzie responded, explaining that the issue on the table, was that the funds were selected for specific projects not for money to be distributed to jurisdictions as their own funds. She added that one of the items for discussion was the Regional Transportation Plan (RTP) policy to distribute funds by mode not by jurisdiction, which was part of a larger discussion on the Federal Funds Guidelines. Ms. Yazzie reminded the Committee that MAG had conducted discussions on the Federal Funds Guidelines with member agencies for the past year and had presented the discussion at the last two meetings TRC.

Mr. Moody asked if there were any additional comments or questions about the issue. There were none, and Mr. Moody invited Ms. Yazzie to discuss the interim closeout of the 2008 Federal Fiscal Year (FFY). She announced that the item was on the agenda for information, discussion, and possible action to recommend approval of additional projects to be deferred from FFY 2008 to FFY 2009 or later, to approve additional projects requesting removal of Federal funds, and for recommendations on priorities for utilizing MAG Federal funds made available through the FFY 2008 Closeout Process.

Ms. Yazzie directed the Committee's attention to revised and additional handouts at each of their places. Revisions to the handouts included a miscalculation in the number of projects

submitted and the funding amounts requested. She added that Tables A and B had been updated to reflect that project CHN06-214 was deferring \$300,000 not \$371,000 and project PHX10-632 was deferring \$400,000 not \$500,000. She also informed the Committee that an additional version of Table B had been provided that displayed projects in priority order according to the current guidelines and that Congestion Mitigation and Air Quality (CMAQ) evaluation table and memorandum that was approved at the last Air Quality Technical Advisory Committee.

Ms. Yazzie announced that the available CMAQ and Surface Transportation Program (STP) funding had changed since the April TRC meeting. At the last TRC the available CMAQ and STP funding was \$123 million. Since then, the Arizona Department of Transportation (ADOT) changed their obligation authority from 92 percent to 98.52 percent.

Ms. Yazzie reported the availability of \$130.4 million in CMAQ and STP funds and carry forward funding for FFY2008. She stated that of the \$135 million in CMAQ and STP-MAG funds programmed by MAG Staff in 2008, \$40.1 million had been deferred or removed (deleted) from the projects by member agency request leaving an unobligated balance of \$35.7 million. She added with the Regional Council's approval on May 28, 2008 that \$21 million of the \$35.7 million would be carried forward for the Arterial Life Cycle Program. As a result, the remaining unobligated balance for FFY08 Closeout would be \$14.7 million.

Next, Ms. Yazzie summarized the Federal Funds Closeout Priorities, which were initially approved in 1995 and re-approved in 1998 and 2001. The first priority of the closeout process was to advance current federally funded programmed projects ready to be obligated and programmed in the currently approved TIP. The second priority was to increase the federal share of funds in projects being obligated in the first year of the program, and then all other projects.

Ms. Yazzie announced that 20 projects were submitted for federal closeout with three being submitted after the due date. Of the projects submitted for consideration, seven were advanced, 1 was advanced and requested additional funds, nine requested additional funds, and four were new projects. The projects submitted requested \$18.45 million in federal funding. Of that, \$4.74 million was requested for advanced projects, and \$13.71 million was requested in additional funds or funding for new projects.

Ms. Yazzie briefly discussed the fiscal impact of the Federal Fund Closeout Process on other projects currently programmed in the TIP as well as future projects. She explained that using the \$13.71 million would result in shortfall at the end of the current TIP. She cautioned that funding new projects or increasing funding for existing projects might result of the deletion of projects in later years of the TIP.

Mr. Meinhart from the City of Scottsdale asked if funding new projects or increasing funding of existing projects would result in an issue with meeting the funding allocations established in the RTP. Ms. Yazzie stated yes. She explained that certain modes, such as transit, are not programmed competitively in the TIP, and may suffer a negative impact in the future. Discussion followed about the potential impact to other projects as well as the consideration of allocating closeout funds projects submitted after the application deadline.

Mr. Scott Butler, from the City of Mesa, addressed the Committee acknowledging that one of the City's projects were submitted late for consideration. He referenced an email sent to the member agencies in which the City of Mesa stated they would follow the will of the Committee in regards to the funding of projects in the closeout process, but would like to be considered for a contingency list in the event additional funding becomes available. Ms. Ryall echoed the sentiments of the City of Mesa and stated that the Town of Gilbert would also like to be considered for a contingency list. Discussion followed.

After the discussion, Mr. Cato Esquivel from the City of Goodyear motioned to approve full funding of all projects submitted on time for the FFY08 Closeout with the exception of the Valley Metro Rail project, which would be partially funded with a reduction of \$ 326,150 and be the first priority for remaining closeout funds. Mr. Scott Butler from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

Ms. Kraus asked if another motion were order and motioned to add the late projects to the contingency list after the light rail project in an effort to spend all of the closeout funds in FFY08. Mr. Moody stated he would entertain the motion, and Mr. John Farry from Valley Metro Rail seconded. Ms. Yazzie requested that the Committee rank order the projects on the contingency list. Discussion followed.

Mr. Moody asked if a rank order had been determined. Ms. Kraus suggested that after the Valley Metro Rail project, that the contingency list be ordered as follows: the Heritage Square District (Gilbert); the consolidated canal/multi-use path (Mesa); and, the Phase III signal conversion (Mesa). The motion passed with 18 yes votes and three abstentions.

6. Draft Fiscal Year (FY) 2009 Arterial Life Cycle Program (ALCP)

Next, Mr. Moody invited Ms. Christina Hopes from MAG to present the FY09 Arterial Life Cycle Program. Ms. Hopes stated the action for the agenda item was for information, discussion and possible action to recommend approval of the Draft FY 2009 Arterial Life Cycle Program (ALCP).

Ms. Hopes notified the Committee that revised handouts were available at their places. In the draft FY2009 ALCP mailed out with the agenda, the regional remaining budget assumed that any funds programmed in FY2008 and not reimbursed by the date of the mailing were to be deferred to FY2009. In the revised handout, the remaining regional budget assumed that any funds programmed in FY08 were reimbursed that fiscal year.

Ms. Hopes reported that \$6.5 million had been reimbursed in to date in FY08 and that \$152,000 was in the process of being reimbursed by ADOT. She announced that on May 29th, the MAG Regional Council approved list of eligible projects to receive funds as part of the RARF Closeout and added that \$14.9 million in reimbursement requests pertaining to the RARF Closeout had been received by MAG Staff. Ms. Hopes informed the Committee that \$42 million in reimbursements were programmed for FY2008 in the ALCP. She announced \$22 million had been or would be reimbursed by then end of the fiscal year and that \$20 million in regional reimbursements remained.

Ms. Hopes announced a June 11th deadline for lead agencies to submit project reimbursement requests (PRR) for FY2008. She added that any remaining funds programmed for reimbursement in FY2008 would be deferred to FY2009 if the lead agency did not submit a PRR by the June 11th deadline.

Continuing on, Ms. Hopes informed the Committee that 38 projects had been deferred in the Draft FY2009 Arterial Life Cycle Program. She announced the exchange of two projects. The Town of Gilbert exchanged the Guadalupe Rd. at Cooper Rd. intersection improvement with the Guadalupe Rd. at Power Rd. intersection improvement. The City of Scottsdale exchanged a North Frontage Rd. arterial capacity improvement with a Pima Rd. arterial capacity improvement.

According to Ms. Hopes, the largest reprogramming effort for the Draft FY2009 ALCP was the Northern Parkway project. She reported that the segments contained in the ALCP were revised to correspond to the design concept report agreed to by the member agencies involved with the Northern Parkway project. Ms. Hopes also reported the significant reprogramming effort of Shea Blvd., which included the addition of several intersection improvement projects. She noted that the City of Scottsdale did not receive additional funding for these projects. Instead, existing funding programmed for improvements to Shea Blvd. were allocated the projects added.

Next, Ms. Hopes discussed the impact of the changes on the Arterial Life Cycle Program. She informed the Committee that 48 percent of the funds programmed for reimbursement in FY2008 were deferred. She stated that all of the STP-MAG funds and \$20 million in Regional Area Road Funds (RARF) were deferred.

Mr. Moody asked if there were any questions or comments on this agenda item. Mr. Meinhart from the City of Scottsdale thanked MAG Staff for their efforts and complimented their open process and energetic approach to challenges in the ALCP process. He added that during the review of the MAG Federal Funds process that participants should take the Arterial Life Cycle Program into consideration, particularly in terms of balancing jurisdictional equity. Then, Mr. Meinhart motioned to recommend the approval of the Draft FY2009 Arterial Life Cycle Program. Ms. Kraus from the City of Chandler seconded, and the motion was subsequently approved by a unanimous voice vote of the Committee.

7. Performance Measurement Framework and Congestion Management Update Project

Continuing on to the next agenda item, Mr. Moody invited Ms. Monique De Los Rios-Urban from MAG to provide an update the Performance Measurement Framework and Congestion Management project. Ms. De Los Rios-Urban reported that in 2007 MAG Staff was awarded funding for two studies to support MAG planning and programming processes. The first study for performance measurement was in preparation of the performance audit required by Proposition 400. The second study was to update the MAG congestion management system to meet the requirements established in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). Ms. De Los Rios-Urban announced that MAG Staff decided to consolidate the projects and funding sources. The result was a project

to develop a performance measurement framework that focused on the congestion management process update.

Ms. De Los Rios-Urban stated that the project's goals and objectives were to develop a framework and prototype performance measurement/monitoring reporting tool for the congestion management of the freeway and arterial system. Other goals of the project include updating the MAG Regional Congestion Management Process and strategies and to attaining compliance with the provisions of SAFETEA-LU and the audit requirements of Proposition 400. She added that the vision for the project was to leverage existing MAG programs, take advantage of best practices and lessons learned, and achieve a real impact on managing congestion in the region.

According to Ms. De Los Rios-Urban, one of the initial phase of the project was to review historic data previously collected by MAG Staff and conduct a preliminary analysis of the regional transportation system. Next, MAG Staff reviewed the output of the simulated conditions produced by the MAG model and compared the base year of 2006 to two scenarios based on the Regional Transportation Plan (RTP) year of 2028. The first scenario modeled all of the transportation improvements included in the RTP. The second scenario demonstrated the impact to the regional transportation if none of the improvements included in the RTP occurred. Next, Ms. De Los Rios-Urban presented a map of the level of service and congestion for each of the scenario at the AM, PM, and midday peak travel times.

Next, Ms. De Los Rios-Urban provided an overview of the three project phases and estimated completion dates. Phase I consisted of the formation of Technical Advisory Group (TAG) and a literature review of best practices, which would be completed by August 2008. Phase Two would include the development of a multi-modal integrated framework and methodology to monitor transportation system performance and would conclude in the winter of FY2009. During Phase Three, congestion management strategies, evaluation tools, and reporting methodologies would be developed by the Summer of 2009.

Ms. De Los Rios-Urban announced the membership of the project team, which included MAG Staff and a consulting team. MAG Staff on the project team included Ms. De Los Rios-Urban and Ms. Eileen Yazzie. The consulting team membership included individuals from PBS&J – Prime, Cambridge Systematics, University of Washington, and Gunn Communications, Inc.

Continuing on, Ms. De Los Rios-Urban discussed the role of the TAG. She stated that the TAG would include representatives from local jurisdictions, transportation commissions, the Arizona Department of Transportation (ADOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and other key stakeholders. She added that the TAG membership would be diverse and include staff from planning, programming, operations, and data analysis fields. As members of the TAG, participants would provide input/advice into the development of the performance measures framework and congestion management strategies and tools.

Ms. De Los Rios-Urban announced that members of the TAG would be asked to participate in five meetings scheduled between now and the Summer of 2009. At the kickoff meeting, the

TAG would discuss the project objectives, establish the role of the TAG, and review the best practices. The second meeting would provide the TAG an opportunity to comment on the preliminary performance measures framework. At the third meeting, the TAG would provide feedback on the sample performance measure report based on the framework established. During the fourth meeting, the TAG would discuss the priorities for congestion management including strategies, tools, and reporting methodologies. At the final meeting, the TAG would provide feedback on the final recommendations presented by MAG Staff.

Next, Ms. De Los Rios-Urban announced the near term schedule for the project team. On June 6th, the team would identify the membership of the Technical Advisory Group. Then, on June 13th, the project team would notify the TAG membership of the kick-off meeting date, which was anticipated to occur in mid to late July.

In closing, Ms. De Los Rios-Urban encouraged stakeholders interested in participating in the Technical Advisory Group to contact Ms. Yazzie or herself by June 6, 2008. She also encouraged Committee members interested in learning more information about the TAG to contact Theresa Gunn, a member of the project team, at tgunn@gciaz.com.

Mr. Moody asked if there were any questions or comments. Mr. Mike Cartsonis from the City of Litchfield Park inquired if the project would address the performance of transit and high occupancy vehicle (HOV) lanes. Ms. De Los Rios-Urban stated that the project would review all means to improve the capacity of the regional transportation system. She added that transit measures developed by the Regional Public Transit Authority (RPTA) would be incorporated into the study as part of the literature review. Mr. Mike Cartsonis stated that transit should be an integral part of the study and encouraged MAG Staff to use transit data to develop recommended performance measures to increase capacity in lieu of general policy statements. Discussion followed.

Mr. Moody asked if there were any additional questions or comments on this agenda item. There were none, and this concluded Ms. de los Rios-Urban's presentation on the performance measurement framework and congestion management update project.

8. Progress Report on the Interstates 8 and 10-Hidden Valley Transportation Framework Study

Mr. Moody invited Mr. Bob Hazlett from MAG to provide a progress report on the Interstates 8 and 10 Hidden Valley Transportation Framework Study. Mr. Hazlett informed the Committee that the Hidden Valley study area was bounded by the Gila River to the north, Interstate 10 to the east, the Tohono O'odham Indian Community and the Barry Goldwater Range to the south, and 459th Avenue in Maricopa County to the west. He added that the study area included approximately 3,200 square miles and an estimated population of 2.5 million at buildout and over 1 million in employment.

Mr. Hazlett outlined the purpose of the framework study. He explained the study would define high capacity corridors in the area and establish the future principal arterial network. The study would also provide recommendations for access management strategies for high capacity corridors, identify the future role of high-capacity transit, and develop alternative funding and

implementation strategies.

Mr. Hazlett informed the Committee that the framework study was a jointly funded project with the Arizona Department of Transportation (ADOT), the Maricopa County Department of Transportation (MCDOT), the Pinal County Public Works Department, the Town of Buckeye and the cities of Goodyear and Maricopa. He briefly discussed the project study review team and a comprehensive list of key stakeholders.

Mr. Hazlett explained that the first step in the framework study was to conduct an environmental scan. He displayed several maps to Committee demonstrating the results of the environmental scan. Maps generated as part of the project include cultural resources, air quality, aviation, natural vegetation, land ownership, major economic centers, and conservation areas. He directed individuals interested in obtaining copies of these maps, or others generated as part of the study, to visit the Building a Quality Arizona (BQAZ) website to download maps of interest.

Next, Mr. Hazlett directed the Committee's attention to the maps provided as part of the agenda packet. The maps included proposed network of freeways, highways, and arterials. He noted that no new transportation corridors were recommended for the Indian Communities in the area. He stated this was a joint decision with the communities, elected officials, and the partnering agencies in the study. He also noted the extension of the Hassayampa Freeway and 303 into the Hidden Valley area.

Mr. Hazlett continued, discussing alternatives generated during the framework study. The alternatives discussed included variations on proposed facilities. The alternatives also addressed variations in transit service services, such as bus rapid transit. He quickly outlined the next steps in the study, which include presenting specific recommendations to the TRC later this fall.

Mr. Moody asked if there were any questions or comments. Mr. Randy Overmyer from the City of Surprise encouraged the consultant team, PBS&J, to incorporate the performance improvements from the Arizona Parkway Concept into the Hidden Valley Transportation Framework Study. Mr. Moody asked if there were any additional questions or comments. There were none, and this concluded Mr. Hazlett's presentation on the Hidden Valley Transportation Framework Study.

9. MAG Enhancement Peer Review Group Membership

Moving onto the next order of business, Mr. Moody then invited Mr. Kevin Wallace from MAG to discuss the MAG Enhancement Peer Review Group membership. Mr. Wallace announced that the item was on the agenda for information, discussion, and the recommendation of a member of the TRC to serve as Chair of the MAG Enhancement Peer Review Group. Mr. Wallace informed the Committee that the Regional Council recommended several changes to the MAG Enhancement Peer Review Group that affected the group's leadership, composition, and operating procedures. One of the Regional Council's recommendations included having a member of the Transportation Review Committee serve as Chair of the group.

Mr. Wallace outlined the duties of the MAG Enhancement Peer Review Group Chair. The

duties included chairing two to three meetings per year, reviewing and ranking applications, and serving on the Statewide Transportation Enhancement Review Committee (TERC), and attending the 3-day annual TERC meeting, and reviewing statewide applications at that meeting.

Ms. Gaskins from the City of Avondale nominated Cato Esquivel from City of Goodyear to serve as the Chair of the MAG Enhancement Peer Review Group. Ms. Ryall from the Town of Gilbert seconded the nomination. Mr. Moody asked if there were any additional nominations. There were none, and Mr. Esquivel was unanimously nominated to serve as the MAG Enhancement Peer Review Group Chair.

10. Member Agency Update

Mr. Moody asked members of the Committee if they would like to provide updates; address any issues or concerns regarding transportation at the regional level; and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were no member comments at this time.

11. Next Meeting Date

Mr. Moody informed members in attendance that the next meeting of the Committee would be held on June 26, 2008. There being no further business, Mr. Moody adjourned the meeting at 11:28 a.m.

ATTACHMENT ONE



DESCRIPTION OF MAG TIP 2008-2012 PROJECT CHANGE SHEET #5

The attached listing identifies TIP projects to be administratively modified, or amended into or from the FY 2008 - 2012 MAG Transportation Improvement Program (TIP) based on agency TIP submissions. Project changes related to the federal fiscal year 2008 MAG Closeout process will be affirmed by Regional Council in June 2008.

The listing includes only projects that meet all three of the following criteria:

- I. Projects that are currently programmed in the TIP in the FY 2008 to FY 2010 time frame or have been requested by MAG member agencies to be added or advanced into the FY 2008 to FY 2010 time frame,
- II. Projects that are regionally significant or are federally funded or regionally funded, and
- III. Projects that are new to the TIP or have changed values for the location, work description, year, funding, length and number of lanes.

The listing is divided into two sections – Highway and Transit, and each section is sorted by MAG member agency, year and location. The last column explains why the project is being amended or modified in the 2008-2012 TIP.

If you have any questions or need additional information, please contact Eileen Yazzie or Steve Tate at 602-452-5010.

PROJECT CHANGE SHEET - #5

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT09-697	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	4,675,000	4,675,000	4.0	-	-	Project Changes: Work Description
DOT06-601	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	5,535,000	5,535,000	4.0	-	-	Project Changes: Year
DOT07-636	ADOT	10: 40th St to Baseline Rd	Design CD roads	2010	State	-	-	4,125,000	4,125,000	4.0	-	-	Project Changes: Year
DOT07-635R	ADOT	10: 40th St to Baseline Rd	Construct CD roads	2011	NHS	47,150,000	2,850,000	-	50,000,000	4.0	8	12	Project Changes: Year
DOT08-667	ADOT	10: 40th St to Baseline Rd	Design CD roads (FY 2008)	2011	State	-	-	4,675,000	4,675,000	4.0	-	-	Project Changes: Year
DOT08-666	ADOT	10: 40th St to Baseline Rd	Construct CD roads (FY 2010)	2011	NHS	67,080,000	-	4,055,000	71,135,000	4.0	8	12	Project Changes: Year, Federal Cost, Local Cost
DOT09-964	ADOT	10: Loop 101 (Aqua Fria Fwy) to I-17	Utilities Construction	2009	MAG-STP	14,145,000	-	855,000	15,000,000	-	-	-	New Project in 2009
DOT08-668	ADOT	10: Loop 101 (Aqua Fria Fwy) to I-17	Construct roadway widening	2010	STP-AZ	28,000,000	25,000,000	-	53,000,000	9.2	8	10	Project Changes: Regional Cost, Total Cost
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	2011	NHS	61,295,000	3,705,000	-	65,000,000	6.3	4	6	Project Changes: Year
DOT08-747	ADOT	10: Sarival Ave to 101L (Aqua Fria Fwy)	Advance construct HOV and general purpose lanes (City advancement) for repayment in 2014	2008	NHS	48,093,000	-	2,907,000	51,000,000	4.0	6	8	Project Changes: Fund Type, Federal Cost, Local Cost, Federal Type
DOT08-750AC	ADOT		Advance construct HOV and general purpose lanes (City advancement phase 1 of 2) for reimbursement in 2011	2008	NHS	41,492,000	-	2,508,000	44,000,000	4.0	4	6	Project Changes: Fund Type, Federal Cost, Local Cost, Federal Type
DOT08-748AD	ADOT	10: Sarival Ave to Dysart Rd	Right of Way purchase for Construction	2008	State	-	-	1,900,000	1,900,000	4.0	4	8	Project Changes: Location
DOT08-818	ADOT	10: Sarival Ave to Dysart Rd	Reimbursement of advance design for HOV and general purpose lanes advance	2009	RARF	-	3,500,000	-	3,500,000	4.0	4	8	Project Changes: Location
DOT07-745ADX	ADOT	10: Sarival Ave to Dysart Rd	designed in 2007	2009	RARF	-	2,800,000	(2,800,000)	-	4.0	4	8	Project Changes: Location

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT08-748ADX	ADOT	10: Sarival Ave to Dysart Rd	Reimbursement of advance design for HOV and general purpose lanes advance designed in 2008	2009	RARF	-	1,900,000	(1,900,000)	-	4.0	4	8	Project Changes: Location
DOT10-755	ADOT	10: Sarival Ave to Dysart Rd	Design landscape	2010	State	-	-	320,000	320,000	4.0	4	8	Project Changes: Location
DOT09-752AC	ADOT	10: Sarival Ave to Dysart Rd	Advance construct HOV and general purpose lanes (City advancement phase 2 of 2) for reimbursement in 2011	2009	NHS	49,979,000	6,000,000	3,021,000	59,000,000	4.0	4	6	Project Changes: Location, Fund Type, Federal Cost, Regional Cost, Local Cost, Total Cost, Federal Type
DOT08-817	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.5	Design traffic interchange	2009	Private	-	-	1,900,000	1,900,000	-	-	-	Project Changes: Year, Fund Type
DOT09-826	ADOT	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	2010	Private	-	-	18,500,000	18,500,000	0.1	8	10	Project Changes: Year, Fund Type
DOT09-815	ADOT	10: Verrado Way to Sarival Ave	Construct general purpose lanes (2009)	2009	State	-	-	43,200,000	43,200,000	1.0	4	6	Project Changes: Location, Year, Regional Cost, Total Cost
DOT11-724	ADOT	101 (Aqua Fria Fwy) at Union Hills Dr	Design traffic interchange	2009	RARF	-	500,000	1,900,000	2,400,000	0.2	-	-	Project Changes: Location, Fund Type
DOT12-840	ADOT	101 (Aqua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange	2009	State	-	-	27,500,000	27,500,000	0.2	-	-	Project Changes: Location, Year, Local Cost, Total Cost
DOT07-323	ADOT	101 (Aqua Fria Fwy); I-10 to MC-85 (99th Ave)	Widen roadway	2010	STP-AZ	2,357,500	-	142,500	2,500,000	1.7	-	4	Project Changes: Federal Cost, Local Cost, Total Cost
DOT09-905	ADOT	101 (Aqua Fria); I-10 to MC85	Utilities and Right-of-way	2009	RARF	-	1,000,000	-	1,000,000	-	-	-	New Project in 2009
DOT09-914	ADOT	101 (Pima Fwy); Hayden Rd - Princess Dr	Drainage Improvements	2009	RARF	-	2,500,000	-	2,500,000	-	-	-	New Project in 2009
DOT08-833	ADOT	101 (Pima Fwy); I-17 to SR-51 (Piestewa Fwy)	Design and construct FMS	2009	CMAQ	4,900,000	-	600,000	5,500,000	6.0	-	-	Project Changes: Year, Fund Type, Lanes Before, Lanes After, Federal Type
DOT08-816	ADOT	101 (Pima Fwy); Raintree Dr to Cactus Road	Construct Auxiliary Lane	2008	RARF	-	1,200,000	-	1,200,000	0.8	-	-	Project Changes: Location
DOT11-727	ADOT	101 (Pima Fwy); Tatum Blvd to Princess Dr	Construct HOV lanes	2008	State	-	-	30,000,000	30,000,000	5.0	6	8	Project Changes: Lanes After
DOT10-6C33B	ADOT	101 (Price Fwy); Loop 202 (Red Mountain Fwy) to Loop 202 (Santan Fwy)	Construct HOV lanes (State funds)	2008	State	-	-	52,600,000	52,600,000	5.5	6	6	Project Changes: Location, Length
DOT09-962	ADOT	101 (Price Fwy); Loop 202 (Red Mountain Fwy) to US 60 Superstition	FMS Design, Construction and Evaluation	2009	RARF	-	900,000	-	900,000	-	-	-	New Project in 2009
DOT09-699	ADOT	10R; Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2009	RARF	-	5,000,000	-	5,000,000	14.0	-	-	Project Changes: Regional Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT10-6C28	ADOT	10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)	Protect right of way	2010	RARF	-	5,000,000	-	5,000,000	14.0	-	-	Project Changes: Regional Cost, Total Cost
DOT09-907	ADOT	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Design ramps	2009	RARF	-	3,600,000	-	3,600,000	0.1	-	-	New Project in 2009
DOT08-839	ADOT	143 Hohokam: SR143/Sky Harbor Blvd TI	TI Improvements, Adding ramps	2010	RARF	-	35,100,000	-	35,100,000	0.1	-	-	Project Changes: Location, Year, Regional Cost, Total Cost
DOT08-802	ADOT	17: Dixileta Dr to SR-74 (Carefree Hwy)	Acquire right of way	2008	RARF	-	24,500,000	-	24,500,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost
DOT08-804	ADOT	17: Happy Valley Rd to Dixileta Dr	Acquire right of way	2008	RARF	-	6,000,000	-	6,000,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost
DOT08-806	ADOT	17: Loop 101, (Pima Fwy) to Happy Valley Rd	Acquire right of way	2008	RARF	-	7,500,000	-	7,500,000	-	6	8	Project Changes: Fund Type, Regional Cost, Local Cost
DOT08-807	ADOT	17: Loop 101 (Pima Fwy) to Jomax Rd	Construct HOV and general purpose lanes	2008	RARF	-	97,000,000	-	97,000,000	5.0	6	8	Project Changes: Fund Type, Federal Cost, Regional Cost, Local Cost, Federal Type
DOT09-757	ADOT	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Construct landscape	2010	RARF	-	5,000,000	-	5,000,000	9.0	-	-	Project Changes: Regional Cost, Total Cost
DOT07-329R	ADOT	17: Peoria Ave to Greenway Rd	Construct drainage improvements	2009	IM	16,031,000	-	969,000	17,000,000	-	-	-	Project Deleted from TIP and Planned for 2013
DOT10-826	ADOT	202 (Red Mountain Fwy): 48th St. - Rural Rd, EB	Design roadway widening	2009	RARF	-	3,700,000	-	3,700,000	3.2	4	5	Project Deleted from 2009
DOT08-677	ADOT	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Design FMS	2008	CMAQ	565,800	-	34,200	60,000	3.4	-	-	Project Changes: Federal Cost, Local Cost
DOT09-6C06	ADOT	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct HOV lanes	2009	RARF	-	24,000,000	9,000,000	33,000,000	6.4	6	8	Project Changes: Regional Cost, Total Cost, Lanes After
DOT08-831	ADOT	202 (Red Mountain Fwy): Mill Ave & Washington St	Construct bridge widening	2008	RARF	-	7,700,000	-	7,700,000	0.1	-	-	Project Deleted from 2008
DOT07-650	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Design roadway widening	2008	RARF	-	5,700,000	-	5,700,000	2.0	-	-	Project Deleted from 2008
DOT09-6C08	ADOT	202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes	Widen roadway	2009	RARF	-	72,300,000	-	72,300,000	2.0	8	10	Project Deleted from 2009
DOT09-825	ADOT	202 (Red Mountain Fwy): SR51-48th St., EB	Design roadway widening	2010	RARF	-	4,160,000	-	4,160,000	3.2	4	5	Project Deleted from 2010

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT999-9236(Created: 1/4/2008 11:07:38 AM_Draft	ADOT	202 (Red Mountain): I-10/SR51 Ti to SR101L	Design Build	2008	RARF	-	111,600,000	72,460,000	184,060,000	-	-	-	New Project in 2008
DOT10-6C36	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan Ti	Purchase right of way (FY 2010)	2010	RARF	-	50,000,000	-	50,000,000	8.0	-	-	Project Changes: Work, Regional Cost, Total Cost
DOT09-6C10	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan Ti	Design roadway	2010	RARF	-	20,000,000	-	20,000,000	8.0	-	-	Project Changes: Work, Year
DOT08-679	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (east)/Santan Ti	Design roadway	2010	State	-	-	10,000,000	10,000,000	8.0	-	-	Project Changes: Year
DOT09-827	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	2009	RARF	-	20,000,000	-	20,000,000	6.0	-	-	Project Changes: Regional Cost, Total Cost
DOT09-822	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Design new 6 lane freeway	2010	RARF	-	15,000,000	-	15,000,000	6.0	-	-	Project Changes: Year
DOT09-908	ADOT	202 (South Mountain): I-10 East to I-10 West	Prepare EIS for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009
DOT09-910	ADOT	303 (Estrella Freeway): 801 (I-10 Reliever) to I-10 West	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009
DOT09-909	ADOT	303 (Estrella Freeway): I-10 West to I-17	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009
DOT08-812	ADOT	303 (Estrella Fwy) at Bell Rd	Construct traffic interchange	2009	State	-	-	11,000,000	11,000,000	-	-	-	Project Changes: Year
DOT08-813	ADOT	303 (Estrella Fwy) at Cactus and Waddell Rds	Construct traffic interchange	2009	State	-	-	9,200,000	9,200,000	-	-	-	Project Changes: Year
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2008)	2009	RARF	-	177,000,000	-	177,000,000	12.0	-	4	Project Changes: Year
DOT09-963	ADOT	303 (Estrella Fwy): I-10 to Happy Valley Rd	Right-of-Way Acquisition Reimbursement	2009	RARF	-	4,200,000	-	4,200,000	-	-	-	New Project in 2009
DOT09-6C12RW	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2009)	2009	RARF	-	10,000,000	-	10,000,000	15.0	2	4	Project Changes: Regional Cost, Total Cost
DOT10-6C38D	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Design roadway improvements (FY 2010)	2010	RARF	-	11,300,000	-	11,300,000	15.0	2	4	Project Changes: Regional Cost, Total Cost
DOT10-6C38RW	ADOT	303 (Estrella Fwy): I-10 to US-60 (Grand Ave)	Acquire right of way for roadway improvements (FY 2010)	2010	RARF	-	10,000,000	-	10,000,000	15.0	2	4	Project Changes: Regional Cost, Total Cost
DOT09-6C12D	ADOT	303 (Estrella Fwy): I-10 to 10/303L Ti, Phase 1, I-10 Realignment	Design roadway improvements (FY 2009)	2009	RARF	-	13,800,000	-	13,800,000	15.0	2	4	Project Changes: Location, Regional Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT07-332	ADOT	60 (Grand Ave); 99th Ave to 83rd Ave	Widen roadway (including New River bridge), adding 1 through lane in each direction	2009	NHS	9,600,000	-	400,000	10,000,000	1.7	4	6	Project Changes: Year
DOT10-6C29	ADOT	60 (Grand Ave): Loop 101 (Aqua Fria Fwy) to McDowell Rd	Widen roadway	2010	RARF	-	29,700,000	-	29,700,000	12.5	6	10	Project Changes: Regional Cost, Total Cost
DOT08-825	ADOT	60 (Grand Ave); Loop 303 (Estrella Fwy) to 99th Ave	Design roadway widening	2008	State	-	-	600,000	600,000	10.0	-	-	Project Changes: Fund Type, Regional Cost, Total Cost
DOT10-6C30	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pinal/Price Fwy)	Construct general purpose lanes	2008	RARF	-	7,500,000	19,500,000	27,000,000	4.5	8	10	Project Changes: Fund Type, Regional Cost, Local Cost
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	State	-	-	3,600,000	3,600,000	2.0	2	4	Project Changes: Year, Lanes After
DOT09-911	ADOT	801 (I-10 Reliever): 202 (South Mtn Fwy) to 303 (Estrella Fwy)	Prepare EA for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009
DOT09-912	ADOT	802 (Williams Gateway Fwy); 202 (SanTan Fwy) to Meridian Rd	Prepare Environmental document for 10 lanes of new freeway	2009	State	-	-	-	-	-	-	-	New Project in 2009
DOT09-961	ADOT	85: Hazen Rd to Broadway Rd	Design Widening	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	New Project in 2009
DOT05-168R	ADOT	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	2010	State	-	-	40,000,000	40,000,000	3.5	2	4	Project Changes: Location, Length, Federal Type
DOT09-6C03	ADOT	85: Hazen Rd to Broadway Rd	Widen roadway, adding 2 through lanes	2010	STP-AZ	15,228,000	-	972,000	16,200,000	2.6	2	4	Project Changes: Location, Year
DOT06-425	ADOT	85: I-8 TI, Phase 1	Design	2009	State	-	-	1,440,000	1,440,000	2.4	2	4	Project Changes: Location, Work, Local Cost, Total Cost
DOT09-767	ADOT	85: I-8 to I-10	Design, acquire right of way and relocate utilities	2009	State	-	-	11,100,000	11,100,000	34.0	2	4	Project Deleted from 2009
DOT08-838	ADOT	85: Mile Post 139.01 to Mile Post 141.71	Relocate Utilities, Phase 2	2008	RARF	-	224,000	-	224,000	2.7	-	-	Project Changes: Regional Cost, Total Cost
DOT07-427	ADOT	85: MP 120.54 to MP 122.99	Widen roadway, adding 2 through lanes	2009	STP-AZ	8,581,300	-	518,700	9,100,000	2.4	2	4	Project Deleted from 2009
DOT06-613	ADOT	85: Southern Ave to I-10	Widen roadway, adding 2 through lanes	2009	RARF	-	4,400,000	29,600,000	34,000,000	2.5	2	4	Project Changes: Fund Type, Regional Cost, Total Cost
DOT08-828	ADOT	87 MP 211.8 - MP 213.0	Erosion control construction project to protect roadway slopes.	2010	RARF	-	2,200,000	-	2,200,000	1.2	4	4	Project Changes: Year, Regional Cost, Total Cost
DOT10-828	ADOT	87: New Four Peaks to Dos S Ranch Rd	Construct roadway improvements	2010	RARF	-	23,000,000	-	23,000,000	5.4	4	4	Project Changes: Work Description
DOT06-254	ADOT	88: Fish Creek Hill	Construct retaining walls	2009	STP-AZ	1,414,500	-	85,500	1,500,000	-	-	-	Project Changes: Year
DOT09-901	ADOT	I-10:395th Ave	Construct Traffic Interchange	2009	Private	-	-	18,200,000	18,200,000	-	-	-	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT09-903	ADOT	I-10:395th Ave	Design Traffic Interchange	2009	Private	-	-	1,820,000	1,820,000	-	-	-	New Project in 2009
DOT08-837	ADOT	I-17 at Dove Valley Road T1	Advance design new traffic interchange (city advancement) for repayment in RTP phase 3	2008	State	-	-	2,263,000	2,263,000	-	-	-	Project Changes: Fund Type
DOT09-913	ADOT	MAG regionwide	HOV Studies for the MAG Regional Freeway System	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	New Project in 2009
DOT09-6C19	ADOT	MAG regionwide	Design change orders	2009	RARF	-	3,500,000	-	3,500,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT09-6C20	ADOT	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	2009	RARF	-	13,000,000	-	13,000,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT09-6C21	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	2009	RARF	-	1,700,000	-	1,700,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT09-6C22	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	2009	RARF	-	22,200,000	-	22,200,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT10-6C41	ADOT	MAG regionwide	Design change orders	2010	RARF	-	3,500,000	-	3,500,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT10-6C42	ADOT	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	2010	RARF	-	13,000,000	-	13,000,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT10-6C43	ADOT	MAG regionwide	Preliminary engineering (ADOT staff)	2010	RARF	-	1,700,000	-	1,700,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT10-6C44	ADOT	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	2010	RARF	-	22,200,000	-	22,200,000	-	-	-	Project Changes: Regional Cost, Total Cost
DOT99-124	ADOT	P101L10RC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	2009	RARF	-	3,634,000	-	3,634,000	3.0	-	-	4 Project Changes: Year
DOT98-111	ADOT	P1101L10IRD -- 101L Pima Fwy: Pima Rd Extension (JPA)	Design roadway extension	2009	RARF	-	297,000	-	297,000	3.0	-	-	Project Changes: Year
AVN08-802	Avondale	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	2009	Private	-	-	1,000,000	1,000,000	0.8	2	3	Project Changes: Year
AVN08-623	Avondale	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane	2009	Private	-	-	800,000	800,000	0.5	4	5	Project Changes: Year
AVN08-803	Avondale	Avondale Blvd: 1/4 mile north of Broadway Rd to Miami Ave	Add 2 lanes	2008	Private	-	-	500,000	500,000	0.5	4	6	Project Deleted from 2008
AVN97-702	Avondale	Avondale Blvd: Thomas Rd to McDowell Rd	Add 2 through lanes and left turn lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	4	Project Deleted from 2009
AVN08-805	Avondale	Broadway Rd: 111th to 107th Aves	Add 1 eastbound lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008

TIP IDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
AVN08-806	Avondale	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2009	Private	-	-	2,500,000	2,500,000	2.0	-	-	4 Project Changes: Year
AVN08-812	Avondale	Citywide	Pedestrian Safety Education Program	2008	STP-TEA	11,316	-	684	12,000	-	-	-	Project Changes: Work Description
AVN07-621	Avondale	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	2009	Local	-	-	4,500,000	4,500,000	0.5	-	-	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
AVN09-903	Avondale	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	2009	Private	-	-	1,000,000	1,000,000	0.5	4	5	New Project in 2009
AVN08-808	Avondale	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	2009	Private	-	-	1,000,000	1,000,000	0.5	4	6	Project Changes: Work, Year
AVN08-807	Avondale	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	2009	Private	-	-	500,000	500,000	1.0	2	3	Project Changes: Year
AVN08-809	Avondale	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	2009	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Year
AVN09-902	Avondale	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	2009	Private	-	-	500,000	500,000	0.5	4	5	New Project in 2009
AVN09-812	Avondale	Van Buren St: 103rd to 99th Aves	Add 1 westbound lane	2009	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2009
AVN08-625	Avondale	Van Buren St: 107th Ave to 103rd	Add 1 westbound through lane	2009	Private	-	-	500,000	500,000	0.5	2	2	Project Changes: Year, Lanes After
AVN10-703	Avondale	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	2011	Local	-	-	600,000	600,000	0.5	2	3	Project Changes: Year
AVN09-901	Avondale	Van Buren Street: El Mirage to the Aqua Fria Bridge	Add 2 lanes	2009	Local	-	-	1,740,000	1,740,000	0.5	2	4	New Project in 2009
BKY12-802	Buckeye	Downtown Buckeye	Construct sidewalks, curb and gutter	2010	CMAQ	221,550	-	94,950	316,500	9.5	4	4	Project Changes: Year
BKY07-701	Buckeye	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2009	Local	-	-	3,224,000	3,224,000	2.0	2	4	Project Changes: Year
BKY04-401B	Buckeye	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	2009	Private	-	-	1,500,000	1,500,000	1.5	-	4	Project Changes: Year
CVK08-901	Cave Creek Townwide	Miller Rd: Irwin Ave to Southern Ave	Pave dirt roads program - Design	2008	Local	-	-	75,000	75,000	2.0	2	2	New Project in 2008
CVK08-902	Cave Creek Townwide	Pave dirt roads program - Construction	Pave dirt roads program - Construction	2008	Local	-	-	480,000	480,000	6.0	2	2	New Project in 2008
CVK09-903	Cave Creek Townwide	Chandler Blvd at Alma School Rd	Pave dirt roads program - Construction	2009	Local	-	-	500,000	500,000	8.0	2	2	New Project in 2009
CHN110-00C2	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvements	2011	RARF	-	1,206,000	3,667,000	4,873,000	1	4	6	New Project in 2011
CHN110-08RW	Chandler	Chandler Blvd at Alma School Rd	Acquire right of way for intersection improvement	2009	RARF	-	951,000	4,025,000	4,976,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN110-09C	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,205,000	3,667,000	4,872,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CHN110-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvements	2009	RARF	-	353,000	476,000	829,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, and deferred from 08 to 09
CHN120-06RW	Chandler	Chandler Blvd at Dobson Rd	Acquire right of way for intersection improvement	2008	RARF	-	1,354,000	1,031,000	2,385,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvements	2009	RARF	-	2,300,000	3,603,000	5,903,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN09-802	Chandler	Chandler Blvd: Delaware St to Gilbert Rd	Install fiber-optic cable traffic signal interconnection	2009	CMAQ	309,653	-	185,347	495,000	2.8	4	4	Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
CHN08-607	Chandler	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	2010	Local	-	-	2,962,000	2,962,000	0.1	-	2	Project Changes: Year, Local Cost, Total Cost
CHN430-09AD	Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Advance design roadway widening for reimbursement in 2023	2009	Local	-	-	2,091,000	2,091,000	2.0	2	6	Project Changes: Local Cost, Total Cost, Lanes Before
CHN430-10ARW	Chandler	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Advance acquire right of way for roadway widening for reimbursement in 2021	2010	Local	-	-	2,628,000	2,628,000	2.0	2	6	Project Changes: Local Cost, Total Cost, Lanes Before
CHN420-09AD	Chandler	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance design roadway widening	2009	Local	-	-	2,091,000	2,091,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN420-10ARW	Chandler	Gilbert Rd: Queen Creek Rd to Chandler Heights Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	2,628,000	2,628,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN410-09ARW	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	2009	Local	-	-	3,006,000	3,006,000	1.3	2	6	New Project in 2009
CHN410-08AD	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced design of roadway widening	2009	Local	-	-	519,000	519,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN410-09ARW	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced acquisition of right of way	2009	Local	-	-	3,006,000	3,006,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN410-10AC	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Advanced construction of roadway widening	2009	Local	-	-	7,776,000	7,776,000	1.3	2	6	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes Before
CHN12-905	Chandler	Kyrene Rd at Ray Rd	Advance Design Intersection Improvement	2012	Local	-	-	1,103,000	1,103,000	1	4	6	New Project in 2012
CHN08-610C	Chandler	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	2009	CMAQ	1,164,992	-	1,315,808	2,480,800	0.25	0	0	New Project in 2009, original project was split into design (CHN08-610) and construction

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CHN99-713	Chandler	McQueen Rd: Queen Creek Rd to Riggs Rd	Reconstruct roadway to add 2 through lanes in each direction	2009	Local	-	-	23,700,000	23,700,000	1.0	2	6	Project Changes: Local Cost, Total Cost
CHN09-703	Chandler	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	2009	Local	-	-	16,575,000	16,575,000	1.0	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes Before
CHN230-08AC	Chandler	Queen Creek Rd: Arizona Ave to McQueen Rd	Advance construction of roadway widening	2009	Local	-	-	16,415,000	16,415,000	1.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost
CHN240-10AD	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance design roadway widening	2009	Local	-	-	2,863,000	2,863,000	3.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before
CHN240-10ARW	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	5,576,000	5,576,000	3.0	2	6	Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before
CHN240-11AC	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance construct roadway widening	2011	Local	-	-	19,803,000	19,803,000	3.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes Before
CHN130-06D	Chandler	Ray Rd at Alma School Rd	Design intersection improvement	2008	RARF	-	378,000	162,000	540,000	1.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
CHN130-07RW	Chandler	Ray Rd at Alma School Rd	Acquire right of way for intersection improvement	2009	RARF	-	1,839,000	855,000	2,694,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN130-08C	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,492,000	5,248,000	6,740,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN08-950	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2010	RARF	-	1,492,000	5,248,000	6,740,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
CHN260-09AD	Chandler	Ray Rd at Dobson Rd	Advanced design intersection improvement	2010	Local	-	-	1,103,000	1,103,000	1.0	4	6	Project Changes: Year, Local Cost, Total Cost
CHN270-08AD	Chandler	Ray Rd at McClintock Dr	Advance design intersection improvement	2009	Local	-	-	191,000	191,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
CHN270-09ARW	Chandler	Ray Rd at McClintock Dr	Advance acquisition of right of way for intersection improvement	2010	Local	-	-	1,141,000	1,141,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
FTM08-902	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2008	Local	-	-	240,000	240,000	1.0	2	2	New Project in 2008
FTM09-903	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Pave dirt road	2009	CMAQ	475,000	-	30,000	505,000	2.5	2	2	New Project in 2009
FTM09-904	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2009	Local	-	-	240,000	240,000	2.0	2	2	New Project in 2009
FTM10-905	Fort McDowell	Various Locations on Fort McDowell Yavapai Nation	Design and Pave dirt road	2010	Local	-	-	240,000	240,000	2.0	2	2	New Project in 2010

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
FTH400-08D	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Design roadway widening	2008	RARF	-	809,000	347,000	1,156,000	-	-	- Project Deleted from 2008
FTH400-09RW	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Acquire right of way for roadway widening	2009	RARF	-	1,445,000	619,000	2,064,000	-	-	- Project Deleted from 2009
FTH400-10C	Fountain Hills	Shea Blvd: Palisades Blvd to Saguaro Blvd	Construct roadway widening	2010	RARF	-	3,525,000	1,509,000	5,034,000	2.8	4	6 Project Deleted from 2010
FTH09-906	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design of roadway improvement	2009	None	-	288,000	124,000	412,000	1.0	4	5 New Project in 2009
FTH09-907	Fountain Hills	Shea Blvd: Technology Dr. to Cereus Wash	Design of roadway improvement	2009	RARF	-	181,000	78,000	259,000	1.0	5	6 New Project in 2009
FTH09-908	Fountain Hills	Shea Blvd: Technology Dr. to Cereus Wash	Acquisition of right of way for roadway improvement	2009	None	-	4,614,000	1,978,000	6,592,000	1.0	5	6 New Project in 2009
GLB03-903	Gilbert	Baseline Rd: Higley Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	2009	Private	-	-	3,500,000	3,500,000	2.0	4	6 Project Changes: Year
GLB03-904	Gilbert	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	4 Project Changes: Work, Year, Local Cost, Total Cost
GLB09-727	Gilbert	German Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2012	Local	-	-	1,121,000	1,121,000	2.0	2	6 Project Changes: Work, Year, Local Cost, Total Cost
GLB10-732	Gilbert	German Rd: Gilbert Rd to Val Vista Rd	Acquire right of way for roadway widening	2010	Local	-	-	1,655,000	1,655,000	2.0	2	6 Project Deleted from TIP and Planned for 2013
GLB09-728	Gilbert	German Rd: Val Vista Dr to Higley	Design roadway widening	2012	Local	-	-	1,609,000	1,609,000	2.0	2	6 Project Changes: Year, Local Cost, Total Cost, Length
GLB10-733	Gilbert	German Rd: Val Vista Dr to Higley	Acquire right of way for roadway widening	2010	Local	-	-	2,353,000	2,353,000	1.0	2	6 Project Deleted from TIP and Planned for 2013
GLB09-718	Gilbert	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	4 Project Changes: Year, Local Cost, Total Cost
GLB420-11AD	Gilbert	Guadalupe at Power Rd.	Design intersection improvement (exchanged)	2008	Local	-	-	1,045,000	1,045,000	0.8	4	6 Project Deleted from TIP and Planned for 2016
GLB420-11ARW	Gilbert	Guadalupe at Power Rd.	Acquire right of way for intersection improvement (exchanged)	2009	Local	-	-	2,351,000	2,351,000	0.8	4	6 Project Deleted from TIP and Planned for 2017
GLB10-730C	Gilbert	Guadalupe at Power Rd.	Construct intersection improvement (exchanged)	2010	RARF	-	3,582,000	7,501,000	11,083,000	0.8	4	6 Project Deleted from TIP and Planned for 2018
GLB310-10AD	Gilbert	Guadalupe Rd at Val Vista Dr	Advance design intersection improvement for reimbursement in 2016	2010	Local	-	-	326,000	326,000	0.8	4	6 Project Deleted from TIP and Planned for 2016
GLB13-905	Gilbert	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	2009	CMAQ	122,234	-	63,000	185,234	6.5	2	2 New Project in 2009
GLB09-910	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Construct intersection improvement	2009	None	-	1,878,000	805,000	2,683,000	-	-	- New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB120-08D	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Design intersection improvement	2009	RARF	-	260,000	112,000	372,000	-	-	-	Project Changes: Location, Work, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB120-08RW	Gilbert	Guadalupe Rd/Cooper Rd: Intersection Improvements	Acquire right of way for intersection improvement	2009	RARF	-	1,576,000	675,000	2,251,000	-	-	-	Project Changes: Location, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
GLB13-906	Gilbert	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2009	CMAQ	122,234	-	63,000	185,234	9.5	-	3	New Project in 2009
GLB08-710	Gilbert	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	2009	Private	-	-	3,500,000	3,500,000	2.0	2	6	Project Changes: Year
GLB08-711	Gilbert	Higley Rd: Ray Rd to Williams Field Rd	Add 2 lanes in each direction	2009	Private	-	-	2,500,000	2,500,000	1.0	2	6	Project Changes: Year
GLB05-108	Gilbert	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	2,500,000	2,500,000	1.0	2	6	Project Changes: Year
GLB09-719	Gilbert	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	2009	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Local Cost, Total Cost
GLB09-720	Gilbert	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	2011	Private	-	-	2,500,000	2,500,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB99-257	Gilbert	Neely St: SPRR to SRP Western Canal	Construct new grade railroad crossing	2009	Local	-	-	3,000,000	3,000,000	0.5	-	2	Project Changes: Local Cost, Total Cost
GLB02-806	Gilbert	Ocotillo Rd: Higley Rd to Recker Rd	Construct new 4 lane roadway	2008	Private	-	-	5,600,000	5,600,000	1.0	2	4	Project Changes: Location, Year, Local Cost, Total Cost
GLB04-105	Gilbert	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB08-733D	Gilbert	Power Rd at Pecos: Intersection Improvement	Design intersection improvement	2008	RARF	-	595,000	510,000	1,105,000	0.8	-	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB08-735C	Gilbert	Power Rd at Pecos: Intersection Improvement	Construct intersection improvement	2009	Local	-	-	12,123,000	12,123,000	0.8	-	6	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost, Length, Lanes After
GLB08-734RW	Gilbert	Power Rd at Pecos: Intersection Improvement	Acquire right of way for intersection improvement	2009	RARF	-	911,000	391,000	1,302,000	0.8	-	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB09-725RW	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquire right of way for roadway widening	2009	RARF	-	2,627,000	1,126,000	3,753,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2009	RARF	-	415,000	178,000	593,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Advance design of roadway widening	2009	RARF	-	1,018,000	436,000	1,454,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB10-731C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	RARF	-	6,316,000	2,707,000	9,023,000	2.5	2	6	Project Changes: Location, Work, Regional Cost, Local Cost, Total Cost, Length
GLB12-817AW	Gilbert	Queen Creek Rd: Greenfield to Higley	Advance acquire right of way for roadway widening	2012	RARF	-	4,297,000	4,193,000	8,490,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Lanes After
GLB11-812D	Gilbert	Queen Creek Rd: Greenfield to Higley	Advance design roadway widening	2011	RARF	-	587,000	477,000	1,064,000	1.0	2	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Lanes After
GLB09-729	Gilbert	Queen Creek Rd: Lindsay Rd to Va Vista Drive	Advance design roadway widening	2011	RARF	-	262,000	113,000	375,000	1.0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB10-734	Gilbert	Queen Creek Rd: Lindsay Rd to Va Vista Drive	Advance acquire right of way for roadway widening	2012	RARF	-	1,314,000	563,000	1,877,000	1.0	2	4	Project Deleted from TIP and Planned for 2013
GLB09-721	Gilbert	Queen Creek Rd: Lindsay Rd to Va Vista Drive	Add 1 lane in each direction	2009	Private	-	-	1,500,000	1,500,000	1,0	2	4	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
GLB11-811D	Gilbert	Queen Creek Rd: Val Vista to Greenfield	Advance design roadway widening	2011	RARF	-	391,000	214,000	605,000	1.0	2	4	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost
GLB12-816AW	Gilbert	Queen Creek Rd: Val Vista to Greenfield	Advance acquire right of way for roadway widening	2012	RARF	-	2,794,000	1,698,000	4,492,000	1.0	2	4	Project Changes: Work, Year, Regional Cost, Local Cost, Total Cost
GLB08-712	Gilbert	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	2,0	2	6	Project Changes: Location, Year
GLB00-712	Gilbert	Recker Rd: Baseline Rd to Houston Ave	Reconstruct roadway to add 2 through lanes in each direction	2008	Local	-	-	2,000,000	2,000,000	0.5	2	4	Project Changes: Local Cost, Total Cost
GLB02-808	Gilbert	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	2011	Private	-	-	4,000,000	4,000,000	1.0	2	4	Project Changes: Year, Local Cost, Total Cost
GLB01-719	Gilbert	Recker Rd: Queen Creek Rd to Ocotillo Rd	Construct new 2 lane roadway	2010	Private	-	-	1,300,000	1,300,000	1.0	-	2	Project Changes: Work, Year
GLB09-722	Gilbert	Recker Rd: Williams Field to Pecos Rd	Add 1 lane in each direction	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Location, Year
GLB09-723	Gilbert	Riggs Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	2010	Private	-	-	4,500,000	4,500,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
GLB08-713	Gilbert	Val Vista Dr: Germania Rd to Queen Creek Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB09-724	Gilbert	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-730	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	Reimbursement for construction	2008	RARF	-	3,582,000	(3,582,000)	-	3.0	4	6	Project Deleted from 2008
GLB140-06D	Gilbert	Warner Rd at Cooper Rd	Design intersection improvements	2008	RARF	-	495,000	212,000	707,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
GLB140-07RW	Gilbert	Warner Rd at Cooper Rd	Acquire right of way for intersection improvement	2008	RARF	-	1,208,000	518,000	1,726,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Length
GLB140-08C	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvements	2008	RARF	-	2,011,000	862,000	2,873,000	0.4	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Length
GLB12-818D	Gilbert	Warner Rd at Greenfield Rd	Design intersection improvement	2012	RARF	-	328,000	140,000	468,000	0.8	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
GLB05-113	Gilbert	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	2011	Private	-	-	1,500,000	1,500,000	0.4	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-714	Gilbert	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2010	Private	-	-	3,000,000	3,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB03-910	Gilbert	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	2010	Private	-	-	4,000,000	4,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-715	Gilbert	Williams Field Rd: Gilbert Rd to SRR Canal	Add 2 lanes in each direction	2009	Private	-	-	3,000,000	3,000,000	1.5	2	6	Project Changes: Year, Local Cost, Total Cost
GLB08-716	Gilbert	Williams Field Rd: SRR Canal to Recker Rd	Add 2 lanes in each direction	2009	Private	-	-	4,500,000	4,500,000	3.5	2	6	Project Changes: Year, Local Cost, Total Cost
GLN04-316	Glendale	43rd Ave at Peoria Ave	Design and construct gateway facility	2009	STP-TEA	336,826	-	283,500	620,326	0.2	5	5	Project Changes: Lanes Before, Lanes After
GLN08-602	Glendale	58th Ave: Bell Rd to Union Hills Dr	Widen roadway to provide additional lanes	2008	Local	-	-	1,000,000	1,000,000	1.0	4	5	Project Deleted from 2008
GLN08-603	Glendale	59th Ave: Olive Ave to Brown St	Widen roadway to add medians and stripe for 5 lanes	2008	Local	-	-	1,000,000	1,000,000	0.5	4	5	Project Changes: Year
GLN07-311	Glendale	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	2010	CMAQ	75,000	-	75,000	150,000	0.1	1	1	Project Changes: Lanes Before, Lanes After
GLN11-704	Glendale	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway when property develops.	2008	Local	-	-	2,000,000	2,000,000	1.0	-	4	Project Deleted from 2013 and Planned for 2011
GLN07-601	Glendale	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	2011	STP-TEA	166,039	-	10,037	176,076	-	-	-	New Project in 2011
GLN08-611	Glendale	Old Roma Alley	Design and construct pedestrian enhancements and landscape	2008	STP-TEA	500,000	-	256,982	756,982	0.1	1	1	Project Changes: Lanes Before, Lanes After
GLN13-903	Glendale	Olive Ave: 67th Ave to 59th ave	ITS Fiber and 1 CCTV Camera	2009	CMAQ	449,149	-	159,493	608,642	1.0	-	5	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	
GDY07-705	Goodyear	Litchfield Rd at Yuma Rd bay	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	2009	Local	-	-	1,750,000	1,750,000	-	-	-	Project Changes: Year	
GDY09-901	Goodyear	Van Buren - 161st Avenue to Sarival	Street Improvement - Add second west bound lane Purchase Dynamic Message Signs	2009	Local	-	-	480,000	480,000	-	-	-	New Project in 2009	
GDY13-902	Goodyear	Various locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2008	Local	-	-	200,000	366,304	4.8	6	6	New Project in 2009	
GDY08-917	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2009	Local	-	-	500,000	500,000	2.0	2	2	New Project in 2008	
GDY09-918	Goodyear	Yuma Rd; Litchfield Rd to Estrella Pkwy	Reconstruct road from 2 to 6 lanes with curb, gutter, landscaped median, and bridge at Ballard Wash	2009	Local	-	-	500,000	500,000	2.0	2	2	New Project in 2009	
GDL04-201	Guadalupe	8413 S Avenida Del Yaqui Regionwide	Install emergency signal device at fire station Traffic signal optimization program	2009	STP-MAG	47,000	-	3,000	50,000	0.1	2	2	Project Changes: Year	
MAG09-801	MAG/Multi-Agency	Dobson Road Bridge over the Salt River	Design Bridge	2009	CMAQ	294,908	-	18,092	313,000	-	-	-	New Project in 2009	
MMA09-815	MAG/Multi-Agency	Dobson Road Bridge over the Salt River	Purchase necessary right of way for Bridge	2010	RARF	-	-	1,073,000	1,073,000	1.0	-	4	Project Deleted from TIP and Planned for 2013	
MMA10-816	MAG/Multi-Agency	El Mirage Rd: Beardsley Rd to Loop 303 (Estrella Fwy)	Advance construct roadway widening for reimbursement in 2017	2008	Local	-	-	12,090,000	5,181,000	17,271,000	1.0	-	4	Project Deleted from TIP and Planned for 2013
MMA320-08AC1	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance design for reimbursement in 2016	2008	Local	-	-	85,000	85,000	6.0	-	6	Project Deleted from 2008	
MMA310-07AD	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2009	Local	-	-	124,000	124,000	6.0	2	6	Project Deleted from 2008	
MMA310-09AC1	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2010	Local	-	-	134,000	134,000	6.0	2	6	Project Deleted from 2009	
MMA310-10AC2	MAG/Multi-Agency	El Mirage Rd: Bell Rd to Beardsley Rd	Advance construct roadway widening for reimbursement in 2017	2010	Local	-	-	9,856,000	9,856,000	6.0	2	6	Project Deleted from 2010	
MMA09-816	MAG/Multi-Agency	Gilbert Road Bridge over the Salt River	Advance Design Bridge, reimbursement in 2015	2009	Local	-	-	1,073,000	1,073,000	1.0	-	6	Project Deleted from TIP and Planned for 2013	
MMA09-818	MAG/Multi-Agency	McKellips Rd: SR-101L to SRP-MIC/Alma School	Design roadway widening, reimbursement in 2013	2009	Local	-	-	713,000	713,000	2.0	4	6	Project Deleted from TIP and Planned for 2013	
MMA10-817	MAG/Multi-Agency	McKellips Rd: SR-101L to SRP-MIC/Alma School	Purchase necessary right of way for roadway widening, reimbursement in 2014	2010	Local	-	-	1,076,000	1,076,000	2.0	4	6	Project Deleted from TIP and Planned for 2014	
MMA08-812	MAG/Multi-Agency	McKellips Road Bridge over the Salt River	Advance Pre Design Bridge, reimbursement in 2015	2008	Local	-	-	814,000	814,000	0.5	-	6	Project Deleted from 2008	

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	
MMA10-818	MAG/Multi-Agency	McKellips Road Bridge over the Salt River	Advance purchase necessary right-of-way for Bridge, reimbursement in 2015	2010	Local	-	3,723,000	3,723,000	0.5	-	6	6	Project Deleted from TIP and Planned for 2013	
MMA120-0BRW1	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Acquire right-of-way for roadway widening	2008	STP-MAG	16,084,000	-	7,129,000	23,213,000	4.5	3	6	Project Deleted from 2008	
MMA120-09C1	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	2009	STP-MAG	13,114,000	-	5,452,000	18,566,000	4.5	2	6	Project Deleted from 2009	
MMA120-09C2	MAG/Multi-Agency	Northern Pkwy: Dysart Rd to SR-303	Construct roadway	2010	STP-MAG	6,216,000	-	2,672,000	8,888,000	4.5	2	6	Project Deleted from 2010	
MMA120-09RW2	MAG/Multi-Agency	Northern Pkwy: US-60 (Grand Ave) to Dysart Rd	Protect right of way and construct interim median	2010	STP-MAG	6,877,000	-	3,207,000	10,084,000	8.0	3	6	Project Deleted from 2010	
MMA120-06D	MAG/Multi-Agency	Northern Pkwy: US-60 (Grand Ave) to SR-303	Pre-design and design of roadway widening	2008	STP-MAG	3,582,000	-	1,535,000	5,117,000	12.0	3	6	Project Deleted from 2008	
MMA08-801	Maricopa County	16th St: 3400' S of Carefree Hwy to Carefree Hwy	Construct new 2 lane roadway	2008	Private	-	2,400,000	2,400,000	0.6	-	2	2	Project Deleted from 2008	
MMA10-813	Maricopa County	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	2012	Local	-	-	12,445,000	12,445,000	3.0	2	4	Project Changes: Year, Local Cost, Total Cost	
MMA10-814	Maricopa County	99th Ave: Olive Ave to Bell Rd	Install conduit and fiber-optic cable to connect existing and planned ITS field devices	2010	Local	-	-	657,038	657,038	5.0	4	4	Project Deleted from 2010	
MMA11-719	Maricopa County	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	2009	Local	-	-	676,000	676,000	1.8	-	4	Project Changes: Year, Local Cost, Total Cost	
MMA08-810	Maricopa County	Dobson Road Bridge over the Salt River	Pre Design Bridge	2008	Local	-	-	844,000	844,000	-	-	4	Project Changes: Agency, Local Cost, Total Cost, Length	
MMA09-902	Maricopa County	El Mirage Rd: Beardsley Rd to Loop 303 Phase A	Widen Roadway to four lanes	2009	Local	-	-	10,445,000	10,445,000	0.5	2	4	New Project in 2009	
MMA08-931	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Advance design of roadway widening	2008	Local	-	-	214,000	214,000	4.0	-	6	New Project in 2008	
MMA09-932	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Advance design of roadway widening	2009	Local	-	-	214,000	214,000	4.0	-	6	New Project in 2009	
MMA11-933	Maricopa County	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Advance Construct roadway widening	2011	Local	-	-	5,184,000	5,184,000	4	0	6	New Project in 2011	
MMA12-934	Maricopa County	El Mirage Rd: South of Beardsley Rd to Deer Valley Rd	Advance Construct roadway widening	2012	Local	-	-	5,184,000	5,184,000	4	0	6	New Project in 2012	
MMA09-935	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	2009	Local	-	-	1,819,000	1,819,000	2.0	4	6	New Project in 2009	
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	RARF	-	-	207,000	622,000	829,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	RARF	-	340,000	146,000	486,000	2.0	4	6	Project Changes: Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way	2010	RARF	-	600,000	1,219,000	1,819,000	2.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	RARF	-	680,000	291,000	971,000	4.0	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	RARF	-	429,000	184,000	613,000	2.0	4	6	Project Changes: Year, Work, Regional Cost, Local Cost, Total Cost, Lanes Before, Lanes After
MMA08-936	Maricopa County	El Mirage Rd: Thunderbird to Northern Ave.	Advanced Pre-design/Study	2008	Local	-	-	30,000	30,000	4.0	4	6	New Project in 2008
MMA09-937	Maricopa County	El Mirage Rd: Thunderbird to Northern Ave.	Pre-design/Study	2009	Local	-	-	187,000	187,000	4.0	4	6	New Project in 2009
MMA08-939	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	Advance design of roadway widening	2008	Local	-	-	1,399,000	1,399,000	4.0	-	6	New Project in 2008
MMA09-940	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	Advance construct roadway widening	2009	Local	-	-	12,490,000	12,490,000	4.0	-	6	New Project in 2009
MMA08-716	Maricopa County	Gavilan Peak Pkwy; North Valley Pkwy to Joy Ranch Rd	Construct new 2 lane roadway	2009	Local	-	-	11,300,000	11,300,000	2.0	-	2	Project Changes: Year, Local Cost, Total Cost
MMA08-811	Maricopa County	Gilbert Road Bridge over the Salt River	Advance Pre Design Bridge	2008	Local	-	-	844,000	844,000	1.6	6	6	Project Changes: Agency Work, Local Cost, Total Cost, Length, Lanes Before
MMA09-901	Maricopa County	Low Volume Road Project	Pave Dirt Roads	2009	Local	-	-	4,075,000	4,075,000	5.0	2	2	New Project in 2009
MMA09-609	Maricopa County	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	2009	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2009
MMA10-612	Maricopa County	Maricopa County CDBG projects: City and town streets, pilot program	Projects to be selected each year	2010	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2010
MMA08-605	Maricopa County	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2010	Local	-	-	29,848,000	29,848,000	2.0	4	6	Project Changes: Year, Local Cost, Total Cost
MMA03-912	Maricopa County	MC-85: Cotton Ln to Estrella Pkwy	Widen roadway from 2 to 4 lanes	2009	Local	-	-	10,460,000	10,460,000	2.0	2	4	Project Changes: Year, Local Cost, Total Cost
MMA06-604	Maricopa County	MC-85: Turner Rd to SR-85	Construct new 2 lane roadway (interim)	2009	Local	-	-	575,000	575,000	1.0	-	2	Project Changes: Year, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA08-813	Maricopa County	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Pre Design Roadway Advance Design Bridge	2008	Local	-	-	622,000	622,000	2.0	4	6 Project Changes: Agency, Location, Local Cost, Total Cost
MMA09-817	Maricopa County	McKellips Road Bridge over the Salt River	Advance Acquisition of right-of-way for roadway widening and intersection improvements	2008	Local	-	-	1,112,000	1,112,000	0.7	4	6 Project Changes: Agency, Work, Year, Local Cost, Total Cost, Length, Lanes Before
MMA08-919	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2008	Local	-	-	369,000	369,000	12.5	4	6 New Project in 2008
MMA09-913	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2009	STP-MAG	261,000	-	112,000	373,000	12.5	4	6 New Project in 2009
MMA11-915	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening and intersection improvements	2011	STP-MAG	1,887,000	-	809,000	2,696,000	12.5	4	6 New Project in 2011
MMA12-920	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Advance Acquisition of right-of-way for roadway widening and intersection improvements	2012	Local	-	-	1,270,000	1,270,000	12.5	4	6 New Project in 2012
MMA11-922	Maricopa County	Northern Parkway: Dysart to 111th	Advanced Acquisition of right-of-way for roadway widening	2011	Local	-	-	11,509,000	11,509,000	2.5	2	4 New Project in 2011
MMA11-923	Maricopa County	Northern Parkway: Dysart to 111th	Advanced Design of roadway widening	2011	Local	-	-	1,140,000	1,140,000	2.5	2	4 New Project in 2011
MMA12-925	Maricopa County	Northern Parkway: Reems Overpass	Advanced Design of intersection improvements	2012	Local	-	-	830,000	830,000	0	0	4 New Project in 2012
MMA11-927	Maricopa County	Northern Parkway: Sarival Overpass	Advanced Design of roadway widening	2011	Local	-	-	1,037,000	1,037,000	0	0	4 New Project in 2011
MMA12-928	Maricopa County	Northern Parkway: Sarival Overpass	Advanced Construction of roadway widening	2012	Local	-	-	12,753,000	12,753,000	0	0	4 New Project in 2012
MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2009	STP-MAG	16,485,000	-	7,066,000	23,551,000	4.0	2	4 New Project in 2009
MMA11-929	Maricopa County	Northern Parkway: Sarival to Dysart	Advanced Construction of roadway widening	2011	Local	-	-	41,367,000	41,367,000	4	2	4 New Project in 2011
MMA06-208R	Maricopa County	PM-10 roads various locations	Pave dirt roads (FY 2006)	2008	CMAQ	1,000,000	-	1,000,000	2,000,000	5.0	2	2 Project Changes: Length
MMA05-214	Maricopa County	PM-10 Roads various locations	Pave dirt roads (FY 2005)	2008	CMAQ	1,000,000	-	1,995,000	2,995,000	4.4	2	2 Project Changes: Location, Local Cost, Total Cost
MMA210-07AC	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	2008	RARF	-	-	2,441,000	1,046,000	3,487,000	1.0	4 Project Changes: Regional Cost, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA210-07D	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Design of roadway widening	2008	RARF	-	251,000	108,000	359,000	1.0	4	6 Project Changes: Regional Cost, Local Cost, Total Cost
MMA210-07ACX	Maricopa County	Power Rd: Baseline Rd to East Maricopa Floodway	Construct roadway widening	2009	RARF	-	2,441,000	1,046,000	3,487,000	1.0	4	6 Project Changes: Regional Cost, Local Cost, Total Cost
MMA06-215	Maricopa County	Queen Creek Rd: Arizona Ave to McQueen Rd	Widen roadway from 2 to 4 lanes	2009	Local	-	2,525,000	2,525,000	1.0	2	4	6 Project Changes: Year, Local Cost, Total Cost
MES10-810	Mesa	Baseline Rd, Southern Ave, Dobson and Alma School Rds	Establish fiber optic link with arterial streets near US-60 (Superstition Fwy)	2011	CMAQ	709,973	-	1,893,027	2,603,000	12.5	6	6 Project Changes: Year
MES100-07RW	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right of way for roadway widening	2009	RARF	-	1,075,000	3,453,000	4,528,000	2.0	4	6 Project Changes: Regional Cost, Local Cost, Total Cost
MES100-08C	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2010	RARF	-	5,305,000	7,927,000	13,232,000	2.0	4	6 Project Changes: Regional Cost, Local Cost, Total Cost
MES100-06P	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Pre-Design Roadway	2008	RARF	285,495	122,355	407,851	2.0	-	- Project Changes: Year, Regional Cost, Local Cost,	
MES100-06D	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2009	RARF	-	726,000	311,000	1,037,000	2.0	4	6 Project Changes: Regional Cost, Local Cost, Total Cost
MES400-10AD	Mesa	Country Club at Brown Rd	Advance design intersection improvement	2010	Local	-	465,000	465,000	1,037,000	1.0	4	6 Project Changes: Work, Local Cost, Total Cost
MES300-08AD	Mesa	Country Club at University	Advance design of intersection improvement	2008	Local	-	95,000	95,000	1,037,000	1.0	4	6 Project Changes: Work, Local Cost, Total Cost
MES300-08ARW	Mesa	Country Club at University	Advance acquisition of right of way for intersection improvement	2009	Local	-	4,217,000	4,217,000	1,037,000	1.0	4	6 Project Changes: Work, Local Cost, Total Cost
MES300-09AC	Mesa	Country Club at University	Advance construction of intersection improvement	2010	Local	-	4,388,000	4,388,000	1,037,000	1.0	4	6 Project Changes: Work, Year, Local Cost, Total Cost
MES110-07D	Mesa	Dobson Rd at Guadalupe Rd	Pre-design intersection improvements	2008	RARF	-	75,000	32,000	107,000	1.0	4	5 Project Changes: Regional Cost, Local Cost, Total Cost
MES110-08D	Mesa	Dobson Rd at Guadalupe Rd	Design intersection improvements	2008	RARF	-	75,000	133,000	208,000	1.0	4	5 Project Changes: Regional Cost, Local Cost, Total Cost
MES110-08RW	Mesa	Dobson Rd at Guadalupe Rd	Acquire right of way for intersection improvement	2009	RARF	-	514,000	309,000	823,000	1.0	4	5 Project Changes: Year, Regional Cost, Local Cost,
MES110-09C	Mesa	Dobson Rd at Guadalupe Rd	Construct intersection improvements	2010	RARF	-	2,092,000	2,698,000	4,790,000	1.0	4	5 Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES310-09AD	Mesa	Dobson Rd at University Dr	Advance design intersection improvement for reimbursement	2009	Local	-	642,000	642,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES310-10ARW	Mesa	Dobson Rd at University Dr	Advance acquire right of way for intersection improvement	2010	Local	-	2,023,000	2,023,000	1.0	4	6	Project Changes: Work, Local Cost, Total Cost
MES08-801	Mesa	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009	Private	-	2,800,000	2,800,000	0.5	2	6	Project Changes: Year
MES08-802	Mesa	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2008	Private	-	2,000,000	2,000,000	0.5	4	6	Project Changes: Lanes Before, Lanes After
MES08-803	Mesa	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	2010	Private	-	3,200,000	3,200,000	0.3	2	6	Project Changes: Year
MES08-804	Mesa	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	2009	Private	-	2,000,000	2,000,000	0.5	2	4	Project Changes: Year
MES450-07AC	Mesa	Gilbert Rd at University Dr	Advance construct intersection improvement for reimbursement in 2021	2009	Local	-	12,407,000	12,407,000	1.0	4	6	Project Changes: Local Cost, Total Cost
MES120-07RW	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Acquire right of way for roadway widening	2009	RARF	-	618,000	265,000	883,000	1.0	4	6 Project Changes: Regional Cost, Local Cost, Total Cost
MES120-06D	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design Roadway	2008	RARF	-	470,570	201,673	672,243	1	0	Project Changes: Regional Cost, Local Cost, Total Cost
MES120-08C	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Construct roadway widening	2010	RARF	-	4,086,000	2,528,000	6,614,000	1.0	4	6 Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES08-805	Mesa	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	2009	Private	-	2,800,000	2,800,000	0.5	2	6	Project Changes: Year
MES465-08AD	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance design roadway widening	2009	Local	-	400,000	400,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES465-10AC	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance construct roadway widening	2010	Local	-	1,546,000	1,546,000	0.8	-	2	Project Changes: Work, Local Cost, Total Cost
MES465-09ARW	Mesa	Hawes Rd: Santan Fwy to Ray Rd	Advance acquire right of way for roadway widening	2010	Local	-	2,520,000	2,520,000	0.8	-	2	Project Changes: Work, Year, Local Cost, Total Cost
MES470-10AD	Mesa	Lindsay Rd at Brown Rd	Advance design intersection improvement	2010	Local	-	464,000	464,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES131-09RW	Mesa	McKellips Rd at Lindsay Rd	Acquire right of way for intersection improvement	2009	RARF	-	1,582,000	946,000	2,528,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES131-10C	Mesa	McKellips Rd at Lindsay Rd	Construct intersection improvements	2010	RARF	-	4,278,000	2,936,000	7,214,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES131-08D	Mesa	McKellips Rd at Lindsay Rd	Pre-design & Design intersection improvements	2008	RARF	-	418,000	179,000	597,000	0.5	4	6	Project Changes: Work, Regional Cost, Local Cost, Total Cost
MES08-806	Mesa	McKellips Rd: Hawas Rd to Ellsworth Rd	Widens roadway to add 1 through lane in each direction and a center turn lane	2010	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Year
MES09-911	Mesa	Mesa Dr at Broadway Rd	Pre-design intersection improvement	2009	RARF	-	150,000	90,000	240,000	1.0	4	6	New Project in 2009
MES151-10RW	Mesa	Mesa Dr at Broadway Rd	Acquire right of way for intersection improvement	2011	Local	-	-	13,232,000	13,232,000	1.0	4	6	Project Changes: Year, Fund Type, Regional Cost, Local Cost, Total Cost
MES151-09D	Mesa	Mesa Dr at Broadway Rd	Design intersection improvements	2010	RARF	-	701,000	559,000	1,260,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-07P	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Pre-design roadway widening	2008	RARF	-	225,000	96,000	321,000	1.0	4	6	Project Changes: Year, Fund Cost, Local Cost, Total Cost
MES150-09RW	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right of way for roadway widening	2009	RARF	-	2,144,000	2,657,000	4,801,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2010	RARF	-	4,879,000	8,983,000	13,862,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES150-08D	Mesa	Mesa Dr: East Maricopa Floodway to Santan Fwy/Loop 202	Design roadway widening	2009	RARF	-	1,126,000	483,000	1,609,000	1.0	4	6	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES240-07RW	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquire right of way for roadway widening	2009	RARF	-	1,983,000	1,157,000	3,140,000	3.5	4	6	Project Changes: Location, Regional Cost, Local Cost, Total Cost
MES240-09AC	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Construct roadway widening	2009	RARF	-	6,641,000	4,273,000	10,914,000	3.5	4	6	Project Changes: Location, Regional Cost, Local Cost, Total Cost
MES240-06AD	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-design and Design roadway widening	2009	RARF	-	1,468,000	629,000	2,097,000	3.5	4	6	Project Changes: Location, Work, Year, Regional Cost, Local Cost, Total Cost
MES485-06ARW	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance acquire right of way for roadway widening	2009	Local	-	-	600,000	600,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES485-09AD	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance design roadway widening	2009	Local	-	-	600,000	600,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost
MES485-07AC	Mesa	Ray Rd: Sossaman Rd to Ellsworth Rd	Advance construct roadway widening	2010	Local	-	-	8,191,000	8,191,000	2.0	2	6	Project Changes: Work, Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
			Construct multi-use path. Development of multi-use path system (MUP). This project is part of the recommendations outlined by the Parks and Recreation Master Plan 2025, adopted by the City Council and Mesa Residents in 2002.										Project Changes: Work Description
MES07-314	Mesa	South Canal: Val Vista Dr to Greenfield Rd		2010	CMAQ	541,800	-	232,200	774,000	1.3	2	2	Project Changes: Work Description
MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvements	2009	RARF	-	307,000	173,000	480,000	0.5	6	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES181-10RW	Mesa	Southern Ave at Country Club Dr	Acquire right of way for intersection improvement	2010	RARF	-	1,501,000	1,019,000	2,520,000	0.5	6	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES07-315	Mesa	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	2009	CMAQ	910,000	-	3,437,000	4,347,000	0.5	6	6	Project Changes: Work Description
MES186-09D	Mesa	Southern Ave at Lindsay Rd	Design intersection improvements	2009	RARF	-	315,000	171,000	486,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES186-10RW	Mesa	Southern Ave at Lindsay Rd	Acquire right of way for intersection improvement	2010	RARF	-	1,168,000	795,000	1,963,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES183-09D	Mesa	Southern Ave at Stapley Dr	Design intersection improvements	2009	RARF	-	1,221,000	731,000	1,952,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES183-10RW	Mesa	Southern Ave at Stapley Dr	Acquire right of way for intersection improvement	2010	RARF	-	3,003,000	2,038,000	5,041,000	0.5	4	6	Project Changes: Regional Cost, Local Cost, Total Cost
MES180-07D	Mesa	Southern Ave: Country Club Dr to Stapley Dr	Design roadway widening	2008	RARF	-	119,000	52,000	171,000	0.5	4	6	Project Deleted from 2008
MES490-09AD	Mesa	Stapley Dr at University Dr	Advance pre-design & design intersection improvement for reimbursement in 2025	2010	Local	-	-	673,000	673,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost
MES190-07D	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Design roadway widening	2009	RARF	-	370,000	160,000	530,000	2.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
MES190-08RW	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Acquire right of way for roadway widening	2009	RARF	-	1,376,000	590,000	1,966,000	2.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
MES190-09C	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2010	RARF	-	3,766,000	1,691,000	5,457,000	2.0	-	2	Project Changes: Year, Regional Cost, Local Cost, Total Cost
MES310-10AD	Mesa	Val Vista Dr: Baseline Rd to Southern Ave	Advance design roadway widening	2010	Local	-	-	901,000	901,000	0.5	4	6	Project Changes: Work, Local Cost, Total Cost, Length, Lanes Before, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MES09-607	Mesa	Various locations	Upgrade TMC equipment and purchase central components, field cameras and VMS	2009	CMAQ	396,600	-	169,950	566,550	-	-	-	Project Changes: Lanes Before, Lanes After
PEO09-713	Peoria	67th Ave at Thunderbird Rd	Widen intersection	2010	Local	-	-	2,100,000	2,100,000	0.2	4	6	Project Deleted from 2010
PEO09-716	Peoria	83rd Ave at Deer Valley Rd 83rd Ave at Lake Pleasant Pkwy	Widen intersection for right and left turn lanes	2009	Local	-	-	2,100,000	2,100,000	0.2	4	4	Project Changes: Work, Local Cost, Total Cost, Lanes After
PEO10-721	Peoria		Widen intersection	2010	Local	-	-	1,300,000	1,300,000	0.2	4	6	Project Deleted from 2010
PEO09-717	Peoria	83rd Ave: Hatfield to Happy Valley	Widen roadway to add 1 through lane in each direction	2009	Local	-	-	3,000,000	3,000,000	1.0	2	4	Project Changes: Location, Local Cost, Total Cost, Lanes Before, Lanes After
PEO08-707	Peoria	83rd Ave:William to Calle Lejos	Widen roadway to add 1 through lane in each direction	2009	Local	-	-	6,100,000	6,100,000	1.0	2	4	Project Changes: Work, Local Cost, Total Cost
PEO06-202C	Peoria	91st Ave at Olive Ave	Construct intersection project	2008	CMAQ	800,000	-	2,100,000	2,900,000	0.2	4	6	Project Changes: Lanes Before, Lanes After
PEO100-07AC1	Peoria	Beardsley Rd Connection: Loop 101 (Aqua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct Beardsley Road extension and bridge over New River	2008	Local	-	-	17,732,000	17,732,000	2.0	-	4	Project Changes: Location, Work, Local Cost, Total Cost
PEO100-07AC2	Peoria	Beardsley Rd Connection: Loop 101 (Aqua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Advance construct new frontage road and Texas U-Turn structure over L101	2009	Local	-	-	24,928,000	24,928,000	2.0	-	4	Project Changes: Location, Work, Local Cost, Total Cost
PEO08-801	Peoria	Deer Valley Rd: 83rd Ave to 91st Ave	Construct drainage improvements and add 2 through lanes	2009	Local	-	-	3,500,000	3,500,000	1.0	3	4	Project Changes: Year, Lanes Before, Lanes After
PEO09-802	Peoria	El Mirage Rd: Vistaancia Blvd to Westland Rd	Construct new 6 lane roadway	2009	Private	-	-	12,000,000	12,000,000	2.0	4	6	Project Changes: Lanes Before
PEO08-906	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	2008	Local	-	-	6,304,000	6,304,000	-	-	6	New Project in 2008
PEO08-907	Peoria		Advance construct roadway from 83rd Avenue to 67th Avenue, including bridge over New River, for reimbursement in 2022.	2008	Local	-	-	9,700,000	9,700,000	-	-	6	New Project in 2008
PEO08-908	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance design roadway widening for the north half street	2008	Local	-	-	-	-	-	-	6	New Project in 2008
PEO09-909	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advanced Acquire right of way for roadway widening	2009	Local	-	-	6,304,000	6,304,000	-	-	6	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PEO09-910	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Advance construct roadway between Lake Pleasant Parkway and 83rd Avenue for reimbursement in 2023.	2009	Local	-	-	6,790,000	6,790,000	-	-	6	New Project in 2009
PEO200-06AC	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	Advance construct roadway widening for reimbursement in 2024	2008	Local	-	-	15,463,000	15,463,000	3.0	-	2	Project Deleted from 2008
PEO11-905	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Construct roadway widening	2011	Local	-	-	28,942,000	28,942,000	2.4	2	4	New Project in 2011
PEO110-11D	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Final design of arterial improvements	2009	Local	-	-	9,427,000	9,427,000	2.4	2	4	Project Changes: Location, Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
PEO110-12RW	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Advanced Acquire right of way for road widening	2010	Local	-	-	19,675,000	19,675,000	2.4	2	4	Project Changes: Location, Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
PEO07-312	Peoria	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	2008	CMAQ	900,000	-	450,000	1,350,000	-	-	-	Project Changes: Length, Lanes Before, Lanes After
PEO08-603	Peoria	Traffic Management Center	Implement Traffic Management Center	2008	CMAQ	990,200	-	424,350	1,414,550	-	-	-	Project Changes: Work Description
PEO10-803	Peoria	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median (ultimate 6 lane)	2011	Private	-	-	12,000,000	12,000,000	2.0	-	4	Project Changes: Work, Year, Lanes After
PEO13-904	Peoria	16th St at Glendale Ave	Existing traffic signals within the city of Peoria will be connected to the fiber backbone, and back to central with either fiber or wireless. This connection using a hybrid wireless/fiber system. 35 additional signals will be connected with this project.	2009	CMAQ	296,548	-	225,000	521,548	17.0	-	5	New Project in 2009
PHX08-801	Phoenix	19th Ave at Grand Canal	Acquire right of way for intersection widening	2009	Local	-	-	320,000	320,000	0.3	5	5	Project Changes: Year, Local Cost, Total Cost
PHX08-710	Phoenix	19th Ave at Grand Canal	Construct bridge replacement	2008	Bridge	1,000,000	-	500,000	1,500,000	-	-	-	Project Changes: Year
PHX08-711	Phoenix	19th Ave at Grand Canal	Construct roadway improvements leading to bridge replacement	2009	Local	-	-	500,000	500,000	-	-	-	Project Deleted from 2009
PHX09-819	Phoenix	19th Ave at Greenway Rd	Acquire right of way for a multi-use path and bridge (phase 1)	2009	Local	-	-	740,000	740,000	-	-	-	Project Changes: Local Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX09-619	Phoenix	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	2010	CMAQ	1,010,000	-	-	1,424,100	2,434,100	0.0	5	5 Project Changes: Year
PHX08-613	Phoenix	19th Ave: Baseline Rd to Southern Ave 20th St: Highland - Camelback (69kV)	Reconstruct roadway to 64ft section, adding 2 through lanes	2010	Local	-	-	4,725,000	4,725,000	1.0	2	4 Project Changes: Year	
PHX09-909	Phoenix	24th St: Rio Salado to Roesser Rd	Design	2009	Local	-	-	36,350	361,350	-	-	- New Project in 2009	
PHX07-310	Phoenix	32nd St: Southern Ave to Broadway Rd	Improve pedestrian facilities	2008	CMAQ	500,000	-	1,889,577	2,389,577	1.0	4	4 Project Changes: Location, Length	
PHX07-703	Phoenix	32nd St: Southern Ave to Broadway Rd	Design roadway to 64ft section, adding 2 through lanes	2010	Local	-	-	500,000	500,000	1.0	2	4 Project Changes: Work, Year, Local Cost, Total Cost	
PHX07-704	Phoenix	35th Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of roadway to 64ft section	2012	Local	-	-	962,500	962,500	1.0	2	4 Project Changes: Year, Local Cost, Total Cost	
PHX09-722	Phoenix	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Acquire right of way for reconstruction of roadway to 74ft section	2010	Local	-	-	728,000	728,000	-	-	- Project Changes: Year, Local Cost, Total Cost	
PHX08-803	Phoenix	43rd Ave: Lower Buckeye Rd	Reconstruct roadway to 64ft section	2011	Local	-	-	150,000	150,000	1.0	4	4 Project Changes: Local Cost, Total Cost	
PHX08-713	Phoenix	59th Ave: Lower Buckeye - Buckeye	Right-of-Way	2009	Local	-	-	650,000	650,000	-	-	- New Project in 2009	
PHX09-903	Phoenix	59th Ave: Lower Buckeye Rd - Buckeye	Construction	2009	Local	-	-	1,000,000	1,000,000	-	-	- New Project in 2009	
PHX09-905	Phoenix	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Acquire right of way and construct new 4 lane roadway to 64ft section	2008	Local	-	-	7,414,475	7,414,475	0.5	-	4 Project Changes: Local Cost, Total Cost	
PHX07-705	Phoenix	67th Ave: Pinnacle Peak Rd to Happy Valley Road	Acquire right of way for roadway widening from 4 lanes to 6	2009	Local	-	-	271,000	271,000	1.0	4	6 Project Changes: Local Cost, Total Cost	
PHX10-729	Phoenix	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	2011	Local	-	-	2,989,200	2,989,200	1.5	4	4 Project Changes: Year, Local Cost, Total Cost	
PHX09-911	Phoenix	Baseline Rd: 48th - 47th Ave	Design	2009	Local	-	-	10,000	10,000	-	2	4 New Project in 2009	
PHX100-06D	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design new roadway ramps	2010	STP-MAG	2,529,000	-	1,316,000	3,845,000	1.3	-	3 Project Changes: Federal Cost, Local Cost, Total Cost	
PHX08-807	Phoenix	Black Mountain Pkwy: Deer Valley Rd to Pinnacle Peak Rd	Acquire right of way for new 2 lane roadway	2008	Local	-	-	36,000	36,000	1.3	-	3 Project Deleted from 2008	
PHX09-726	Phoenix	Cave Creek Rd: Beardsley Rd to Rose Garden Ln	Reconstruct roadway to 94ft section	2009	Local	-	-	3,375,000	3,375,000	0.8	4	6 Project Changes: Lanes After	
PHX09-904	Phoenix	Deer Valley Dr: 40th St - Black Mountain Pkwy	Right-of-Way	2009	Local	-	-	35,714	35,714	-	-	- New Project in 2009	

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX10-834	Phoenix	Dove Valley Bridge at Skunk Creek	Design new 6 lane roadway, including bridge at Skunk Creek	2010	Local	-	-	634,500	634,500	1.0	-	6 Project Changes: Location
PHX09-906	Phoenix	Dove Valley Rd & I-17 TI	Construction	2009	Local	-	-	30,000,000	30,000,000	-	-	New Project in 2009
PHX400-07AD	Phoenix	Happy Valley Rd: 35th Ave to 43rd Ave	Advance design roadway widening	2008	Local	-	-	456,000	456,000	1.0	6	6 Project Changes: Work, Local Cost, Total Cost, Lanes Before, Lanes After
PHX400-08ARW	Phoenix	Happy Valley Rd: 35th Ave to 43rd Ave	Advance acquire right of way for roadway widening	2010	Local	-	-	2,079,000	2,079,000	1.0	6	6 Project Changes: Work, Local Cost, Total Cost, Lanes Before, Lanes After
PHX410-07AD	Phoenix	Happy Valley Rd: 43rd Ave to 55th Ave	Advance design roadway widening for reimbursement in 2024	2009	Local	-	-	1,072,000	1,072,000	1.5	4	6 Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
PHX410-08ARW	Phoenix	Happy Valley Rd: 43rd Ave to 55th Ave	Advance acquire right of way for roadway widening for reimbursement in FY 2024	2010	Local	-	-	500,000	500,000	1.5	4	6 Project Changes: Local Cost, Total Cost, Lanes Before, Lanes After
PHX12-939	Phoenix	Happy Valley Rd: 55th Ave to 67th Ave	Advance acquisition of right-of-way for roadway widening	2012	HURF	-	-	456,000	456,000	1	4	6 New Project in 2012
PHX420-07AD	Phoenix	Happy Valley Rd: 55th Ave to 67th Ave	Advance design roadway widening	2011	Local	-	-	1,103,000	1,103,000	1.0	6	6 Project Changes: Work, Year, Local Cost, Total Cost, Lanes Before, Lanes After
PHX07-738	Phoenix	Hatcher Rd: 19th Ave to Cave Creek Rd	Design and construct roadway safety improvements	2009	STP-HES	221,785	-	92,625	314,410	2.0	2	2 Project Changes: Year
PHX12-859	Phoenix	Hatcher St: 3rd St to 5th St Historic Districts	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	2009	CMAQ	840,000	-	360,000	1,200,000	0.1	2	4 Project Changes: Year
PHX09-907	Phoenix	Streetscape Impr	Construction	2009	Local	-	-	706,860	706,860	-	-	New Project in 2009
PHX08-872	Phoenix	Indian School & 67th Avenue	Design and Construct of Streetslights & Busbay	2008	'STP-HES	415,000	-	25,085	440,085	-	-	Project Changes: Work Description
PHX08-720	Phoenix	Lower Buckeye Rd: 51st Ave to 43rd Ave	Design reconstruction of roadway to 74ft section	2009	Local	-	-	437,500	437,500	1.0	4	4 Project Changes: Year
PHX09-727	Phoenix	Lower Buckeye Rd: 51st Ave to 43rd Ave	Acquire right of way for reconstruction of roadway to 74ft section	2010	Local	-	-	274,800	274,800	1.0	4	4 Project Changes: Year
PHX09-728	Phoenix	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	2011	Local	-	-	7,200,000	7,200,000	1.0	4	4 Project Changes: Year
PHX04-024	Phoenix	McDowell Rd: 83rd Ave to 75th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2009	Local	-	-	5,700,000	5,700,000	1.0	2	6 Project Changes: Year, Local Cost, Total Cost, Lanes After
PHX08-874	Phoenix	McDowell Road & 35th Avenue	Design and Install Streetlights	2008	HES	120,000	-	4,518	124,518	-	-	Project Changes: Work Description
PHX08-873	Phoenix	McDowell Road & 43rd Avenue	Design and Construct of Busbay and Streetlights	2008	STP-HES	546,952	-	33,061	580,013	-	-	Project Changes: Work Description

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX08-641	Phoenix	Papago Trail - Arcadia Portal	Design and construct multi-use trail enhancements	2009	STP-TEA	500,000	-	330,282	830,282	0.2	-	Project Changes: Year
PHX08-808	Phoenix	Pinnacle Peak Rd at Tatum Blvd	Construct intersection improvements	2009	Local	-	-	5,066,820	5,066,820	-	-	Project Changes: Year
PHX08-622	Phoenix	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	2010	Local	-	-	411,100	411,100	1.0	2	4 Project Changes: Location
PHX09-901	Phoenix	Rio Salado Beyond the Banks	Design	2009	Local	-	-	336,600	336,600	-	-	New Project in 2009
PHX10-845	Phoenix	Salt River: 24th Street to I-10/Tempe Drain	Construct Multi-use path	2010	CMAQ	801,906		566,445	1,368,051	0.3		New Project in 2010, original project PHX10-632 divided into segments including TMP10-629
PHX210-11AD	Phoenix	Sonoran Blvd: Central Ave to 32nd St	Advanced Design for new 6 lane roadway.	2009	Local	-	-	7,206,000	7,206,000	4.0	-	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
PHX08-902	Phoenix	South Mountain Community College Pedestrian Crossing	Design	2009	Local	-	-	-	-	-	-	New Project in 2009
PHX09-825	Phoenix	Southern Ave: 27th Ave to 19th Ave	Construct 64ft to 74ft section, adding 2 through lanes (variable cross-section)	2009	Local	-	-	7,771,000	7,771,000	1.0	2	4 Project Changes: Local Cost, Total Cost
PHX08-642	Phoenix	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	2009	STP-TEA	328,133	-	49,837	377,970	-	-	Deferred from 2008 to 2009
PHX09-908	Phoenix	Thunderbird Rd: 10th Place	Construction	2009	Local	-	-	365,000	365,000	-	-	New Project in 2009
PHX08-615	Phoenix	Van Buren St: 75th Ave to 67th Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	2009	Local	-	-	4,375,000	4,375,000	1.0	2	4 Project Changes: Year
PHX09-910	Phoenix	Various	Alley Dust Proofing	2009	Local	-	-	200,000	200,000	-	-	New Project in 2009
PHX08-815	Phoenix	Various locations	Bridge systems maintenance	2008	Bridge	65,067	-	3,933	69,000	-	-	Project Changes: Fund Type, Federal Type
PHX09-624	Phoenix	Various locations	Construct regional ITS fiber optic backbone, phase B-1	2009	CMAQ	665,000	-	-	665,000	30.0	-	Project Changes: Local Cost, Total Cost
PHX09-827	Phoenix	Various locations	Bridge rehabilitation	2009	Local	-	-	358,000	358,000	-	-	Project Changes: Local Cost, Total Cost
PHX10-633	Phoenix	Various locations	Construct regional ITS fiber optic backbone, phase B-2	2010	CMAQ	665,000	-	-	665,000	30.0	-	Project Changes: Local Cost, Total Cost
PHX09-625	Phoenix	Various locations	Construct railroad crossing improvements	2009	Local	-	-	50,000	50,000	-	-	Project Deleted from 2009
PHX09-626	Phoenix	Various locations	Rehabilitate bridge	2009	Local	-	-	350,000	350,000	-	-	Project Deleted from 2009
PHX09-826	Phoenix	Various locations	Design railroad crossing improvements	2009	Local	-	-	5,000	5,000	-	-	Project Deleted from 2009
PHX09-873	Phoenix	Various locations	Bridge inspection rental equipment	2009	Local	-	-	56,000	56,000	-	-	Project Deleted from 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX10-634	Phoenix	Various locations	Construct railroad crossing improvements	2010	Local	-	-	50,000	50,000	-	-	-	Project Deleted from 2010
PHX10-635	Phoenix	Various locations	Rehabilitate bridge	2010	Local	-	-	350,000	350,000	-	-	-	Project Deleted from 2010
PHX10-835	Phoenix	Various locations	Design railroad crossing improvements	2010	Local	-	-	5,000	5,000	-	-	-	Project Deleted from 2010
PHX10-841	Phoenix	Various locations	Bridge inspection rental equipment	2010	Local	-	-	90,000	90,000	-	-	-	Project Deleted from 2010
PHX08-832	Phoenix	Washington St: Land for Light Rail	Acquire right of way	2008	Local	-	-	1,300,000	1,300,000	-	-	-	Project Changes: Year
PHX08-875	Phoenix	Western Canal west of 24th Street	Design and Construct Pedestrian Bridge	2009	STP-TEA	491,151	-	118,335	609,486	-	-	-	Deferred from 2008 to 2009
QNC07-701	Queen Creek	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway, adding WB lane	2010	Private	-	-	500,000	500,000	0.5	2	3	Project Changes: Year
QNC09-766	Queen Creek	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC09-765	Queen Creek	Chandler Heights Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	2010	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2010
QNC07-703	Queen Creek	Cloud Rd: Crisman Rd to 220th St	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Work, Lanes After
QNC07-704	Queen Creek	Cloud Rd: Ellsworth Rd to Crisman Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Lanes After
QNC08-745	Queen Creek	Crismon Rd: Comacho Rd to Queen Creek Rd	Widen roadway, adding NB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2008
QNC09-901	Queen Creek	Ellsworth Loop Rd: Ocotillo Rd to South of Queen Creek Wash	Construct new 6 lane roadway and Railroad Underpass	2009	Local	-	-	7,500,000	7,500,000	0.8	-	6	New Project in 2009
QNC07-744	Queen Creek	Ellsworth Loop Rd: Ocotillo Rd to Queen Creek Rd	Construct new 6 lane roadway and Railroad Underpass	2008	Local	-	-	3,000,000	3,000,000	1.0	-	6	Project Changes: Location, Work, Local Cost, Total Cost, Length
QNC09-605	Queen Creek	Ellsworth Rd at 0.5 miles north of Ocotillo Rd (at railroad tracks)	Design and construct grade separation (phase 2)	2009	Local	-	-	25,000,000	25,000,000	0.5	2	6	Project Deleted from 2009
QNC06-201	Queen Creek	Ellsworth Rd at Ocotillo Rd	Reconstruct intersection to add left turn lanes, curb, gutter, sidewalk and traffic signals.	2008	CMAQ	300,000	-	100,000	400,000	0.1	4	4	Project Deleted from 2008
QNC07-710	Queen Creek	Ellsworth Rd: Chandler Heights Rd to Queen Creek Wash	Widen roadway	2008	Private	-	-	70,000	70,000	0.5	2	6	Project Changes: Work, Local Cost, Total Cost, Lanes After
QNC07-712	Queen Creek	Ellsworth Rd: Hunt Rd to Queen Creek Wash	Widen roadway, adding SB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	3	Project Deleted for 2013
QNC07-707	Queen Creek	Ellsworth Rd: Ocotillo Rd to Rittenhouse Rd	Widen roadway, adding SB lane	2011	Local	-	-	500,000	500,000	0.5	2	2	Project Changes: Year, Lanes After
QNC07-708	Queen Creek	Ellsworth Rd: Queen Creek Rd to Gremain	Adding a bicycle lane	2011	Local	-	-	500,000	500,000	0.5	2	2	Project Changes: Work, Year, Lanes After
QNC07-711	Queen Creek	Ellsworth Rd: Queen Creek Rd to Gremain	Widen roadway, adding NB lane	2008	Local	-	-	1,200,000	1,200,000	0.5	2	4	Project Changes: Location, Local Cost, Total Cost, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC07-714	Queen Creek	Ellsworth Rd: Queen Creek Rd to Rittenhouse Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	0.5	3	4	Project Deleted from 2008
QNC09-767	Queen Creek	Ellsworth Rd: Riggs Rd to Hunt Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	3	4	Project Deleted from 2008
QNC07-713	Queen Creek	Ellsworth Rd: Rittenhouse Rd to Ellsworth Loop Rd	Widen roadway	2011	Private	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes After
QNC07-709	Queen Creek	Ellsworth Rd: Rittenhouse Rd to Ocotillo Rd	Widen roadway, adding SB lane	2008	Local	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC08-746	Queen Creek	Ellsworth Rd:Cloud Rd to Chandler Heights Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	5	Project Changes: Location, Work, Year, Local Cost, Total Cost, Lanes After
QNC07-715	Queen Creek	Empire Blvd: Crisman Rd to 220th Street	Widen roadway, adding EB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-716	Queen Creek	Empire Blvd: Ellsworth Rd to Crisman Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC07-719	Queen Creek	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2009	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-720	Queen Creek	Hawes Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC07-721	Queen Creek	Hawes Rd: Rittenhouse Rd to Queen Creek Rd	Widen roadway	2009	Private	-	-	500,000	500,000	0.3	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC08-748	Queen Creek	Meridian Rd: Chandler Heights Rd to Riggs Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from TIP and Planned for 2013
QNC08-747	Queen Creek	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	2010	Private	-	-	3,000,000	3,000,000	1.0	-	6	Project Changes: Year, Local Cost, Total Cost, Lanes After
QNC09-768	Queen Creek	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	2010	Private	-	-	4,000,000	4,000,000	1.0	2	6	Project Changes: Year, Local Cost, Total Cost, Lanes After
QNC07-722	Queen Creek	Ocotillo Rd: 209th Way to Ellsworth Rd	Widen roadway	2011	Private	-	-	500,000	500,000	0.2	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC08-749	Queen Creek	Ocotillo Rd: 220th St to Signal Butte Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2008
QNC07-724	Queen Creek	Ocotillo Rd: Crisman Rd to 220th St	Widen roadway	2010	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-729	Queen Creek	Ocotillo Rd: Crisman Rd to Rittenhouse Rd	Widen roadway	2010	Private	-	-	500,000	500,000	0.3	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC07-726	Queen Creek	Ocotillo Rd: Ellsworth Rd Bypass to Hawes Rd	Widen roadway	2009	Private	-	-	1,000,000	1,000,000	0.8	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
QNC09-769	Queen Creek	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	2012	Private	-	-	2,000,000	2,000,000	1.0	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
CNC09-770	Queen Creek	Ocotillo Rd: Meridian Rd to Signal Butte Rd	Widen roadway, adding WB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
GNC08-750	Queen Creek	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	2010	Private	-	-	4,000,000	4,000,000	1.0	-	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
CNC07-728	Queen Creek	Ocotillo Rd: Rittenhouse Rd to 209th Way	Widen roadway	2011	Local	-	-	3,000,000	3,000,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
CNC07-730	Queen Creek	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	2009	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Year, Local Cost, Total Cost, Lanes After
CNC08-751	Queen Creek	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	2010	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Year, Lanes After
CNC07-731	Queen Creek	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	2009	Private	-	-	1,000,000	1,000,000	0.5	2	2	Project Changes: Work, Year, Lanes After
GNC09-771	Queen Creek	Ocotillo Rd: Sossaman Rd to Hawes Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
CNC09-772	Queen Creek	Ocotillo Rd: Sossaman Rd to Power Rd	Widen roadway, adding WB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
GNC09-773	Queen Creek	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	2010	Private	-	-	1,500,000	1,500,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
CNC07-734	Queen Creek	Queen Creek Rd: 188th St to Sossaman Rd	Widen roadway	2008	Private	-	-	500,000	500,000	0.5	2	4	Project Changes: Work, Description
CNC07-735	Queen Creek	Queen Creek Rd: Crisman Rd to 213th St	Widen roadway, adding WB lane	2008	Private	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
CNC08-801	Queen Creek	Queen Creek Rd: Crisman Rd to Signal Butte Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	1	2	Project Deleted from TIP and Planned for 2013
CNC08-752	Queen Creek	Queen Creek Rd: Ellsworth Lane	Widen roadway, adding EB lane	2008	Local	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
GNC08-802	Queen Creek	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	1	2	Project Deleted from TIP and Planned for 2013
CNC08-755	Queen Creek	Riggs Rd: Crisman Rd to Ellsworth Rd	Widen roadway, adding WB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
CNC08-754	Queen Creek	Riggs Rd: Crisman Rd to Signal Butte Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
CNC08-756	Queen Creek	Riggs Rd: Ellsworth Rd to Crisman Rd	Widen roadway, adding EB lane	2008	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2008
CNC08-753	Queen Creek	Riggs Rd: Signal Butte Rd to Crisman Rd	Widen roadway, adding WB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2009
CNC08-757	Queen Creek	Riggs Rd: Signal Butte Rd to Meridian Rd	Construct new 2 lane roadway	2009	Local	-	-	1,500,000	1,500,000	1.0	-	3	Project Deleted from 2009
GNC08-758	Queen Creek	Riggs Rd: Signal Butte Rd to Meridian Rd	Widen roadway, adding EB lane	2009	Local	-	-	1,500,000	1,500,000	1.0	2	3	Project Deleted from 2009
CNC07-736	Queen Creek	Rittenhouse Rd (re-aligned): Power Rd to Rittenhouse Rd	Widen roadway	2008	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Changes: Work, Lanes Before
CNC09-774	Queen Creek	Rittenhouse Rd to Hawes Rd	New 4 lane road	2008	Local	-	-	3,000,000	3,000,000	1.0	2	4	Project Changes: Work, Local Cost, Total Cost
CNC09-608	Queen Creek	Rittenhouse Rd at Sossaman Rd	Improve railroad crossing/intersection	2009	Local	-	-	150,000	150,000	0.3	2	2	Project Deleted from TIP and Planned for 2013

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
QNC08-759	Queen Creek	Rittenhouse Rd: 196th to 206rd St	Widen roadway	2010	Local	-	-	6,000,000	6,000,000	1.5	2	4	Project Changes: Location, Work, Year, Local Cost, Total Cost, Length
QNC09-775	Queen Creek	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	2009	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Deleted from TIP and Planned for 2013
QNC09-776	Queen Creek	Rittenhouse Rd: Crisman Rd to Signal Butte	Widen roadway, adding EB lane	2009	Local	-	-	1,000,000	1,000,000	1.4	2	3	Project Deleted from TIP and Planned for 2013
QNC08-760	Queen Creek	Rittenhouse Rd: Hawes Rd to 196th St	Widen roadway, adding EB lane	2008	Local	-	-	1,000,000	1,000,000	0.7	2	4	Project Deleted from 2008
QNC09-777	Queen Creek	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Crisman Rd	Widen roadway, adding EB lane	2009	Local	-	-	250,000	250,000	0.3	2	3	Project Deleted from 2009
QNC08-761	Queen Creek	Rittenhouse Rd: Re-aligned Rittenhouse Rd to Germann Rd	Widen roadway, adding SB lane	2008	Local	-	-	1,500,000	1,500,000	0.8	2	4	Project Deleted from 2008
QNC08-762	Queen Creek	Signal Butte Rd: Barnes Pkwy to Ocotillo Rd	Widen roadway, adding SB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC09-780	Queen Creek	Signal Butte Rd: Barnes Pkwy to Queen Creek Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,000,000	1,000,000	0.5	2	3	Project Deleted from 2009
QNC07-739	Queen Creek	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding SB lane	2008	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2008
QNC08-763	Queen Creek	Signal Butte Rd: Ocotillo Rd to Chandler Heights Rd	Widen roadway, adding NB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from 2009
QNC09-779	Queen Creek	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, adding NB lane	2009	Private	-	-	1,000,000	1,000,000	1.0	2	3	Project Deleted from TIP and Planned for 2013
QNC08-764	Queen Creek	Sossaman Rd: Appleby Rd to Queen Creek Rd	Widen roadway, adding NB lane	2008	Private	-	-	250,000	250,000	0.3	2	3	Project Deleted from 2008
QNC07-740	Queen Creek	Sossaman Rd: Ocotillo Rd to Appleby Rd	Widen roadway, adding NB lane	2008	Private	-	-	500,000	500,000	0.5	2	3	Project Deleted from 2008
QNC07-741	Queen Creek	Sossaman Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	2008	Private	-	-	1,000,000	1,000,000	1.0	2	4	Project Changes: Work, Lanes After
QNC09-781	Queen Creek	Sossaman Rd: Ocotillo Rd to Sonqui Blvd	Widen roadway, adding SB lane	2009	Local	-	-	500,000	500,000	0.5	2	3	Project Deleted from TIP and Planned for 2013
QNC07-742	Queen Creek	Sossaman Rd: Ryan Rd to Queen Creek Rd	Widen roadway, adding SB lane	2008	Private	-	-	750,000	750,000	0.8	2	2	Project Changes: Lanes After
QNC09-782	Queen Creek	Sossaman Rd: Sonqui Blvd to Ocotillo Rd	Widen roadway, adding NB lane	2009	Local	-	-	1,000,000	1,000,000	0.5	2	4	Project Deleted from 2009
SCT09-917	Scottsdale	Cactus Rd - Pima Freeway to 96th St	Reconstruct and widen Cactus Road to four lanes	2009	Local	-	-	11,000,000	11,000,000	1.0	2	4	New Project in 2009
SCT09-918	Scottsdale	Center Drive - 74th to Hayden	Construct new four-lane roadway	2009	Local	-	-	8,800,000	8,800,000	-	-	4	New Project in 2009
SCT09-703	Scottsdale	Crosscut Canal: Thomas Rd to Indian School Rd	Design and construct multi-use path	2009	STP-TEA	500,000	-	1,231,000	1,731,000	0.8	4	4	Project Changes: Lanes Before, Lanes After

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes	
SCT08-802	Scottsdale	Indian Bend Rd: Scottsdale Rd to Hayden Rd	Design and construct landscaped median, turn lanes, bike lanes, curb and gutter, Indian Bend Wash crossing and sidewalk	2009	Local	-	16,200,000	16,200,000	1.0	2	4	Project Changes: Year, Length, Lanes Before, Lanes After	
SCT10-615	Scottsdale	Indian Bend Wash: McKellips to Chaparral Rd	Reconstruct and improve multi-use path and underpasses	2010	Local	-	3,577,700	3,577,700	-	-	-	Project Deleted from 2010	
SCT09-919	Scottsdale	Indian School Rd - Drinkwater to Pima	Reconstruct pavement with new turn lanes and medians	2009	Local	-	6,500	6,500	1.8	4	4	New Project in 2009	
SCT100-06C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct new frontage road	2008	RARF	-	3,699,000	1,581,000	5,280,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07D	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Design new frontage road	2008	RARF	-	713,000	306,000	1,019,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07RW	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Acquire right-of-way for new frontage road	2008	RARF	-	2,552,000	1,094,000	3,646,000	1.0	-	2	Project Changes: Regional Cost, Local Cost, Total Cost
SCT100-07P	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-design new frontage road	2008	RARF	-	50,000	71,000	121,000	1.0	-	2	Project Deleted from TIP and Planned for 2014
SCT110-06D	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design new frontage road	2008	RARF	-	599,000	257,000	856,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-07RW	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway	2008	RARF	-	583,000	250,000	833,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-08C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct new frontage road	2009	RARF	-	4,489,000	1,924,000	6,413,000	1.0	-	2	Project Deleted from TIP and Planned for 2015
SCT110-08PS	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings	2009	RARF	-	9,645,000	-	9,645,000	1.0	-	Project Deleted from TIP and Planned for 2015	
SCT120-07D	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Design new frontage road	2008	RARF	-	578,000	248,000	826,000	2.0	-	2	Project Deleted from 2008
SCT120-07P	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Pre-design new frontage road	2008	RARF	-	127,000	55,000	182,000	2.0	-	2	Project Deleted from 2008

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT120-07RW	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Acquire right of way for new frontage road	2009	RARF	-	5,662,000	2,427,000	8,089,000	2.0	-	2	Project Deleted from 2009
SCT120-10C	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Construct new frontage road	2010	RARF	-	4,045,000	1,734,000	5,779,000	2.0	-	2	Project Deleted from 2010
SCT120-10FS	Scottsdale	Loop 101 (Pima Fwy) South Frontage Rd: Hayden Rd to Pima Rd	Project savings	2010	RARF	-	2,762,000	-	2,762,000	1.0	-	2	Project Deleted from 2010
SCT310-08AC2	Scottsdale	Pima Rd at Happy Valley Rd intersection improvement	Advance construct	2008	Private	-	1,608,000	1,608,000	0.4	4	6	6	Project Changes: Local Cost, Total Cost, Lanes After
SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-design roadway widening	2008	Local	-	3,217,000	3,217,000	7.0	2	4	4	Project Changes: Local Cost, Total Cost, Length, Lanes Before, Lanes After
SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2009	RARF	-	2,026,000	869,000	2,895,000	7.0	2	4	Project Changes: Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquire right of way for roadway widening	2009	RARF	-	3,566,000	1,528,000	5,094,000	7.0	2	4	Project Changes: Regional Cost, Local Cost, Total Cost, Length, Lanes Before, Lanes After
SRP100-10C1	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	2010	RARF	-	12,910,000	5,532,000	18,442,000	7.0	2	4	Project Changes: Work, Regional Cost, Local Cost, Total Cost
SCT08-928	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Advanced Construct roadway widening	2008	Local	-	10,283,000	10,283,000	2.5	4	6	6	New Project in 2008
SCT09-924	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2009	RARF	-	135,000	58,000	193,000	1.3	4	6	New Project in 2009
SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance purchase of right of way for roadway widening	2009	RARF	-	938,000	402,000	1,340,000	1.3	4	6	New Project in 2009
SCT220-08AAD	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2008	Local	-	193,000	193,000	1.3	4	6	6	Project Changes: Work, Local Cost, Total Cost, Length
SCT220-08ARW	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance purchase of right of way for roadway widening	2008	Local	-	1,340,000	1,340,000	1.3	4	6	6	Project Changes: Work, Local Cost, Total Cost, Length
SCT220-08AAC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance construct roadway widening	2010	RARF	-	10,883,000	6,717,000	17,600,000	1.3	4	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost, Length
SCT03-007	Scottsdale	Pinnacle Peak Rd: Miller Rd to Pima Rd	Reconstruct roadway to add 1 through lane in each direction	2008	Local	-	10,200,000	10,200,000	1.5	2	4	4	Project Deleted from 2008
SCT09-612A	Scottsdale	Scottsdale Rd: Earl Dr to Chaparral Rd	Construct bicycle lanes and pedestrian improvements (streetscape phase II)	2010	Local	-	814,000	814,000	1.5	4	4	4	Project Changes: Year

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-804	Scottsdale	Scottsdale Rd: McKellips Rd. to Earll Dr	Construct bicycle lanes and pedestrian improvements (phase 1)	2009	Local	-	-	203,800	203,800	2.3	6	6	Project Deleted from 2009
SCT210-09AD	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance design roadway widening	2009	Local	-	-	1,063,000	1,063,000	2.0	4	6	Project Changes: Work, Local Cost, Total Cost
SCT210-10ARW	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance acquire right of way for roadway widening	2010	Local	-	-	4,022,000	4,022,000	2.0	4	6	Project Changes: Work, Local Cost, Total Cost
SCT210-10AC	Scottsdale	Scottsdale Rd: Thompson Peak Rd	Advance construct roadway widening	2011	RARF	-	7,505,000	3,217,000	10,722,000	2.0	4	6	Project Changes: Work, Year, Fund Type, Regional Cost, Local Cost, Total Cost
SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Advance pre-design roadway widening for reimbursement in 2011	2008	Local	-	-	517,000	517,000	2.0	4	6	Project Deleted from 2008
SCT08-929	Scottsdale	Shea at 120/124th Streets	Advanced acquisition of right of way for intersection improvement	2008	Local	-	-	83,000	83,000	0.4	6	6	New Project in 2008
SCT08-930	Scottsdale	Shea at 120/124th Streets	Advanced design of intersection improvement	2008	Local	-	-	933,000	933,000	0.4	6	6	New Project in 2008
SCT08-929	Scottsdale	Shea at 120/124th Streets	Advanced acquisition of right of way for intersection improvement	2008	Bonds	-	-	83,000	83,000	0.4	6	6	New Project in 2008
SCT08-930	Scottsdale	Shea at 120/124th Streets	Advanced design of intersection improvement	2008	Sales Tax	-	-	933,000	933,000	0.4	6	6	New Project in 2008
SCT09-931	Scottsdale	Shea at 120/124th Streets	Advanced construction of intersection improvement	2009	Local	-	-	363,000	363,000	0.4	6	6	New Project in 2009
SCT09-931	Scottsdale	Shea at 120/124th Streets	Advanced construction of intersection improvement	2009	Sales Tax	-	-	363,000	363,000	0.4	6	6	New Project in 2009
SCT10-932	Scottsdale	Shea at Via Linda (Phase 2)	Advanced construction of intersection improvement	2010	Bonds	-	-	1,296,000	1,296,000	0.2	6	6	New Project in 2010
SCT09-933	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced design of intersection improvement	2009	Sales Tax	-	-	622,000	622,000	1	6	6	New Project in 2009
SCT10-934	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	622,000	622,000	1	6	6	New Project in 2010
SCT10-935	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced construction of intersection improvement	2010	Bonds	-	-	3,629,000	3,629,000	1	6	6	New Project in 2010

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT09-933	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Advanced design of intersection improvement	2009	Local	-	-	622,000	622,000	1.0	6	6	New Project in 2009
SCT08-936	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced design of intersection improvement	2008	Local	-	-	622,000	622,000	6.2	6	6	New Project in 2008
SCT08-936	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced design of intersection improvement	2008	Sales Tax	-	-	622,000	622,000	6.2	6	6	New Project in 2008
SCT09-937	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	622,000	622,000	6.2	6	6	New Project in 2009
SCT09-937	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	622,000	622,000	6.2	6	6	New Project in 2009
SCT10-938	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Advanced construction of intersection improvement	2010	Sales Tax	-	-	2,074,000	2,074,000	6.2	6	6	New Project in 2010
SCT400-07AC	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Advanced construction of intersection improvement	2009	Local	-	-	436,000	436,000	1.0	6	6	Project Changes: Location, Work, Year, Local Cost, Total Cost
SCT09-939	Scottsdale	Shea Blvd at 114th Street	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	125,000	125,000	0.2	6	6	New Project in 2008
SCT09-939	Scottsdale	Shea Blvd at 114th Street	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	125,000	125,000	0.2	6	6	New Project in 2009
SCT09-940	Scottsdale	Shea Blvd at 114th Street	Advanced design of intersection improvement	2009	Local	-	-	63,000	63,000	0.2	6	6	New Project in 2009
SCT09-940	Scottsdale	Shea Blvd at 114th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	63,000	63,000	0.2	6	6	New Project in 2009
SCT10-941	Scottsdale	Shea Blvd at 114th Street	Advanced construction of intersection improvement	2010	Bonds	-	-	187,000	187,000	0.2	6	6	New Project in 2010
SCT09-942	Scottsdale	Shea Blvd at 115th Street	Advanced design of intersection improvement	2009	Local	-	-	23,000	23,000	0.2	4	6	New Project in 2009
SCT09-942	Scottsdale	Shea Blvd at 115th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	23,000	23,000	0.2	4	6	New Project in 2009
SCT10-943	Scottsdale	Shea Blvd at 115th Street	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	44,000	44,000	0.2	4	6	New Project in 2010

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT10-944	Scottsdale	Shea Blvd at 115th Street	Advanced construction of intersection improvement	2010	Bonds	-	-	89,000	89,000	0.2	4	6	New Project in 2010
SCT10-945	Scottsdale	Shea Blvd at 125th Street	Advanced design of intersection improvement	2010	Sales Tax	-	-	89,000	89,000	0.2	6	6	New Project in 2010
SCT11-946	Scottsdale	Shea Blvd at 125th Street	Advanced acquisition of right of way for intersection improvement	2011	Bonds	-	-	89,000	89,000	0.2	6	6	New Project in 2011
SCT12-947	Scottsdale	Shea Blvd at 125th Street	Advanced construction of intersection improvement	2012	Sales Tax	-	-	356,000	356,000	0.2	6	6	New Project in 2012
SCT10-948	Scottsdale	Shea Blvd at 135th Street	Advanced design of intersection improvement	2010	Sales Tax	-	-	23,000	23,000	0.2	6	6	New Project in 2010
SCT11-949	Scottsdale	Shea Blvd at 135th Street	Advanced acquisition of right of way for intersection improvement	2011	Bonds	-	-	44,000	44,000	0.2	6	6	New Project in 2011
SCT12-950	Scottsdale	Shea Blvd at 135th Street	Advanced construction of intersection improvement	2012	Bonds	-	-	89,000	89,000	0.2	6	6	New Project in 2012
SCT09-951	Scottsdale	Shea Blvd at 136th Street	Advanced design of intersection improvement	2009	Local	-	-	31,000	31,000	0.2	6	6	New Project in 2009
SCT09-951	Scottsdale	Shea Blvd at 136th Street	Advanced design of intersection improvement	2009	Sales Tax	-	-	31,000	31,000	0.2	6	6	New Project in 2009
SCT10-952	Scottsdale	Shea Blvd at 136th Street	Advanced acquisition of right of way for intersection improvement	2010	Bonds	-	-	10,000	10,000	0.2	6	6	New Project in 2010
SCT11-953	Scottsdale	Shea Blvd at 136th Street	Advanced construction of intersection improvement	2011	Sales Tax	-	-	207,000	207,000	0.2	6	6	New Project in 2011
SCT08-954	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced design of intersection improvement	2008	Local	-	-	207,000	207,000	0.2	6	6	New Project in 2008
SCT08-954	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced design of intersection improvement	2008	Sales Tax	-	-	207,000	207,000	0.2	6	6	New Project in 2008
SCT09-955	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced acquisition of right of way for intersection improvement	2009	Local	-	-	207,000	207,000	0.2	6	6	New Project in 2009
SCT09-955	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced acquisition of right of way for intersection improvement	2009	Bonds	-	-	207,000	207,000	0.2	6	6	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
SCT10-956	Scottsdale	Shea Blvd at Frank Lloyd Wright Blvd	Advanced construction of intersection improvement Controller and cabinet replacement	2010	Sales Tax	-	-	519,000	519,000	0.2	6	6	New Project in 2010
SCT13-903	Scottsdale	South Scottsdale	Construct bicycle lanes and pedestrian improvements (streetscape phase I)	2009	CMAQ	232,190	-	225,000	457,190	-	-	-	New Project in 2009
SCT09-613	Scottsdale	Thomas Rd: 64th St to Granite Reef Rd	Design and construct fibre optic cable interconnection of existing and future ITS facilities	2010	Local	-	-	4,613,900	4,613,900	3.0	5	5	Project Changes: Year, Length
SUR08-807	Surprise	Bell Rd at Coyote Lakes, Dysart Rd and 134th Dr	Construct fiber optic interconnection of traffic signals, cameras and VMS	2008	Local	-	-	10,000	10,000	5.0	6	6	Project Deleted from 2008
SUR10-613	Surprise	Bell Rd: US-60 (Grand Ave) to Surprise Traffic Management Center	Construct fiber optic interconnection of traffic signals, cameras and VMS	2010	CMAQ	150,000	-	150,000	300,000	6.0	5	5	Project Changes: Lanes Before, Lanes After
SUR10-614	Surprise	Greenway Rd: US-60 (Grand Ave) to Cotton Ln	Construct fiber optic interconnection of traffic signals, cameras and VMS	2010	CMAQ	500,000	-	500,000	1,000,000	9.0	5	5	Project Changes: Lanes Before, Lanes After
SUR08-813	Surprise	Peoria Rd: Dysart Rd to west 0.25 miles	Reconstruct arterial roadway, add 1 lane, curb, sidewalk and landscaping	2008	Private	-	-	300,000	300,000	0.3	2	3	Project Changes: Location
SUR09-820	Surprise	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	Pave unpaved roads	2009	CMAQ	1,602,302	-	686,700	2,289,002	3.3	2	2	Project Changes: Location, Lanes Before, Lanes After
SUR08-819	Surprise	Saguaro View Area	Pave unpaved roads	2008	CMAQ	535,688	-	2,439,312	2,975,000	4.3	2	2	Project Changes: Lanes Before, Lanes After
TMP13-903	Tempe	Citywide	Develop ITS and Communications Strategic Plan	2009	CMAQ	96,041	-	49,500	145,541	-	-	-	New Project in 2009
TMP06-251	Tempe	Crosscut Canal: (phase 2) Marigold Rd to Moer Park	Construct multi-use path	2009	Local	-	-	1,600,000	1,600,000	0.8	4	4	Project Deleted from 2009
TMP10-629	Tempe	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	2010	CMAQ	400,000	-	120,000	520,000	3.7	-	-	New Project in 2010, original project PHX 10-632 divided into segments including PHX 10-845

Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT09-902T	ADOT	MAG regionwide	Operating Assistance	2009	5311	360,000	-	600,000	960,000	-	-	-	New Project in 2009
DOT09-904T	ADOT	MAG regionwide	Operating Assistance	2009	5316	185,000	-	185,000	370,000	-	-	-	New Project in 2009
DOT09-906T	ADOT	MAG regionwide	Operating Assistance	2009	5317	85,000	-	85,000	170,000	-	-	-	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
DOT09-602T	ADOT	MAG nationwide	Elderly and handicapped vehicles	2009	5310	1,000,000	-	250,000	1,250,000	-	-	Project Changes: Federal Cost, Local Cost, Total Cost
DOT09-605T	ADOT	MAG nationwide	Support rural transit	2009	5311	65,000	-	50,000	115,000	-	-	Project Changes: Federal Cost, Local Cost, Total Cost
DOT10-603T	ADOT	MAG nationwide	Elderly and handicapped vehicles	2010	5310	1,030,000	-	257,500	1,287,500	-	-	Project Changes: Federal Cost, Local Cost, Total Cost
DOT10-606T	ADOT	MAG nationwide	Support rural transit	2010	5311	66,950	-	51,500	118,450	-	-	Project Changes: Federal Cost, Local Cost, Total Cost
BKY08-807T	Buckeye	East Buckeye	Pre-design for Regional Park-and-Ride	2009	PTF	-	95,930	-	95,930	-	-	Project Changes: Year, Fund Type, Federal Cost, Regional Cost, Federal Type
BKY09-802T	Buckeye	I-10/Miller Rd	Design regional park-and-ride (I-10/Miller Rd)	2010	PTF	-	278,689	-	278,689	-	-	Project Changes: Work, Year
BKY10-805T	Buckeye	I-10/Miller Rd	Construct regional park-and-ride (I-10/Miller Rd)	2011	PTF	-	2,898,201	-	2,898,201	-	-	Project Changes: Work, Year
BKY09-801T	Buckeye	I-10/Miller Rd	Acquire right of way regional park-and-ride (I-10/Miller Rd)	2010	PTF	-	1,583,463	-	1,583,463	-	-	Project Changes: Year
BKY09-803T	Buckeye	I-10/Miller Rd	Reimbursement of acquire land regional park-and-ride (I-10/Miller Rd)	2010	5309	1,266,770	(1,266,770)	-	-	-	-	Project Deleted from 2010
BKY10-804T	Buckeye	I-10/Miller Rd	Reimbursement of design regional park-and-ride (I-10/Miller Rd)	2010	5309	222,951	(222,951)	-	-	-	-	Project Deleted from 2010
CHN08-802T	Chandler	Arizona Ave/Germann	Construct regional park-and-ride (Loop 202/Arizona Ave.)	2008	PTF	-	2,731,833	-	2,731,833	-	-	Project Changes: Funding Source
GLN09-607T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2009	5307	136,373	34,093	-	170,466	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
GLN10-805T	Glendale	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	2010	5307	140,464	35,116	-	175,580	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
GLN08-816T	Glendale	Regionwide	Purchase Bus: <30 foot - 4 replace (dial-a-ride)	2008	5307	243,200	60,800	-	304,000	-	-	Project Changes: Fund Type
GLN09-802T	Glendale	Regionwide	Purchase bus: < 30 foot - 1 replace (GU's)	2009	5307	68,186	17,046	-	85,232	-	-	Project Changes: Work, Federal Cost, Regional Cost, Total Cost
GDY05-202T	Goodyear	I-10 and Dysart Road	Park and Ride Land Acquisition	2009	STP-Flex	1,409,678	-	352,419	1,762,097	\$0	\$0	\$0 New Project in 2009
MMA08-805T	Mariopa County	Regionwide	Computer Hardware	2008	5316	55,140	-	13,785	68,925	-	-	Project Changes: Fund Type
MMA09-608T	Mariopa County	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	886,423	221,606	-	1,108,029	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
MMA10-610T	Maricopa County	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	842,784	210,696	-	1,053,480	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
MMA08-804T	Maricopa County	Regionwide	Purchase bus: <30 foot - 7 replace (STS)	2008	5316	308,000	-	77,000	385,000	-	-	-	Project Changes: Fund Type
MMA08-806T	Maricopa County	Regionwide	Computer Software	2008	5316	61,336	-	15,334	76,670	-	-	-	Project Changes: Fund Type
MMA08-808T	Maricopa County	Regionwide	Operating: Operating Assistance	2008	5317	130,865	-	130,865	261,730	-	-	-	Project Changes: Fund Type
MMA08-807T	Maricopa County	Regionwide	Operating: Operating Assistance	2008	5316	939,127	-	939,129	1,878,256	-	-	-	Project Changes: Fund Type, Local Cost, Total Cost
MES08-803T	Mesa	Main St/Mesa Dr	Pre-design regional transit center (6-bay) Main St/Mesa Dr	2009	PTF	-	61,494	-	61,494	-	-	-	Project Changes: Year, Regional Cost, Total Cost
MES09-804T	Mesa	Main St/Mesa Dr	Acquire right of way regional transit center (6-bay) Main St/Mesa Dr	2010	PTF	-	981,747	-	981,747	-	-	-	Project Changes: Year, Regional Cost, Total Cost
MES09-805T	Mesa	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr	2010	PTF	-	158,346	-	158,346	-	-	-	Project Changes: Year, Regional Cost, Total Cost
MES10-808T	Mesa	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main ST/Mesa Dr)	2011	PTF	-	1,761,444	-	1,761,444	-	-	-	Project Changes: Year, Regional Cost, Total Cost
MES08-810T	Mesa	US-60 and Country Club	Pre-design for regional park-and-ride	2008	5309	76,744	19,186	-	95,930	-	-	-	Project Changes: Fund Type
MES09-806T	Mesa	US60/Country Club	Acquire right of way regional park-and-ride (US60/Country Club)	2008	5309	1,229,847	307,469	-	1,537,316	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost
MES09-807T	Mesa	US60/Country Club	Design regional park-and-ride (US60/Country Club)	2008	5309	216,458	54,114	-	270,572	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost
MES10-809T	Mesa	US60/Country Club	Construct regional park-and-ride (US60/Country Club)	2009	5309	2,251,030	562,758	-	2,813,788	-	-	-	Project Changes: Year, Federal Cost, Regional Cost, Total Cost
PEO09-801T	Peoria	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2009	5307	204,559	51,140	-	255,699	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
PHX08-847T	Phoenix	City of Phoenix	Repayment design Paratransit facility	2008	5309	200,640	-	(200,640)	-	-	-	-	Project Changes: Regional Cost, Local Cost
PHX08-844T	Phoenix	I-17 at Happy Valley	Repayment of Pre-design for regional park-and ride	2008	5309	68,722	17,180	-	85,902	-	-	-	Project Changes: Fund Type, Regional Cost, Local Cost
PHX10-617T	Phoenix	Regionwide	Purchase bus: < 30 foot - 5 expand (dial-a-ride)	2010	5307	351,160	-	87,790	438,950	-	-	-	Project Changes: Federal Cost, Local Cost, Total Cost
PHX09-613T	Phoenix	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	2009	5307	2,045,592	511,398	-	2,556,990	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
PHX09-614T	Phoenix	Regionwide	Purchase bus: standard 40 foot -13 replace	2009	5307	4,782,882	1,254,435	-	6,037,317	-	-	-	Project Changes: Work Description

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
PHX09-815T	Phoenix	Regionwide	Reimbursement of bus: standard - 5 expand	2009	5307	1,924,409	(1,924,409)	-	-	-	-	-	Project Changes: Work Description
PHX09-816T	Phoenix	Regionwide	Reimbursement of bus: articulated - 5 expand	2009	5307	2,526,645	(2,526,645)	-	-	-	-	-	Project Changes: Work Description
PHX10-619T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 27 replace	2010	5307	10,424,757	2,490,450	-	12,915,207	-	-	-	Project Changes: Work Description
PHX08-845T	Phoenix	Regionwide	Repayment design heavy maintenance facility	2008	5309	200,640	-	(200,640)	-	-	-	-	Project Changes: Work, Fund Type, Regional Cost, Local Cost
PHX08-808T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 42 replace	2008	5307	15,717,781	3,219,305	-	18,937,086	-	-	-	Project Deleted from 2008
PHX08-846T	Phoenix	West Valley	Repayment construct operating facility (West Valley)	2008	5309	1,003,200	-	(1,003,200)	-	-	-	-	Project Changes: Fund Type, Regional Cost, Local Cost
SCT08-804T	Scottsdale	Scottsdale	Repayment construct intermodal facility	2008	5309	501,600	-	-	501,600	-	-	-	Project Changes: Regional Cost, Total Cost
VMT09-648T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	886,423	221,606	-	1,108,029	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
VMT09-804T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2009	5307	204,559	51,140	-	255,699	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
VMT10-659T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	842,784	210,696	-	1,053,480	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
VMT10-661T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 6 replace (rural)	2010	5307	421,392	105,348	-	526,740	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
VMT10-809T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2010	5307	210,696	52,674	-	263,370	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost
VMT08-639T	Valley Metro	Regionwide	Advance purchase bus: standard - 8 expand (Gilbert, Power) for repayment in 2009	2008	PTF	-	3,709,704	-	3,709,704	-	-	-	Project Changes: Regional Cost, Local Cost, Total Cost
VMT09-649T	Valley Metro	Regionwide	Purchase bus: articulated - 14 expand (Arizona Ave BRT, East Mesa Express)	2009	5309	7,454,555	1,526,837	-	8,981,392	-	-	-	Project Changes: Work Description
VMT09-805T	Valley Metro	Regionwide	Purchase bus: standard - 3 expand (East Mesa Express)	2009	5307	1,189,271	243,586	-	1,432,857	-	-	-	Project Changes: Work Description
VMT08-716T	Valley Metro	Regionwide	Install bus stop passenger improvements - 110 sites	2009	PTF	-	1,168,276	-	1,168,276	-	-	-	Project Changes: Year
VMT08-717T	Valley Metro	Regionwide	Install bus stop pull-outs - 10 sites	2009	PTF	-	1,103,275	-	1,103,275	-	-	-	Project Changes: Year
VMR09-901T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2009	Local	-	21,822,369	21,822,369	-	-	-	-	New Project in 2009

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
V\MR09-902T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	2009	PTF	-	10,918,000	-	10,918,000	-	-	-	New Project in 2009
V\MR09-903T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Prior Rights)	2009	Local	-	-	3,598,573	3,598,573	-	-	-	New Project in 2009
V\MR09-601TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2009	Local	-	-	18,491,695	18,491,695	-	-	-	Project Changes: Local Cost, Total Cost, Length
V\MR09-628TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2010	Local	-	-	4,761,612	4,761,612	-	-	-	Project Changes: Local Cost, Total Cost, Length
V\MR09-805T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	2009	Local	-	-	15,702,268	15,702,268	-	-	-	Project Changes: Work, Local Cost, Total Cost, Length
V\MR09-804T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2009	PTF	-	928,559	-	928,559	-	-	-	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length
V\MR09-626T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	2010	PTF	-	950,379	-	950,379	-	-	-	Project Changes: Work, Regional Cost, Local Cost, Total Cost, Length
V\MR07-701TR	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Final Design (1 of 2)	2008	Local	-	-	2,500,000	2,500,000	3.2	-	-	Project Deleted from 2008
V\MR08-804T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Preliminary Engineering/FEIS	2008	Local	-	-	5,500,000	5,500,000	3.2	-	-	Project Deleted from 2008
V\MR08-805T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Right-of-Way Acquisition	2008	Local	-	-	32,036,000	32,036,000	3.2	-	-	Project Deleted from 2008
V\MR08-806T	VM Rail	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	2008	PTF	-	9,749,000	5,705,000	15,454,000	3.2	-	-	Project Deleted from 2008
V\MR09-806T	VM Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	2009	CMAQ-Flex	1,856,002	464,001	-	2,320,003	3.2	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost, Length

TIPIDN	Agency	Location	Work	Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	Length	Lanes Before	Lanes After	Project Changes
VMR10-703T	VM Rail	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	2010	CMAQ-Flex	6,000,000	6,000,000	-	12,000,000	-	-	-	Project Deleted from 2010
VMR10-704T	VM Rail	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	2010	CMAQ-Flex	5,000,000	3,381,403	-	8,381,403	-	-	-	Project Changes: Federal Cost, Regional Cost, Total Cost

ATTACHMENT TWO

NOISE REDUCTION STUDY

WITHIN MARICOPA COUNTY

**FINAL
NOISE STUDY TECHNICAL REPORT**

JUNE 2008

Prepared for:



302 N. 1st Avenue
Suite 300
Phoenix, AZ 85003

PROJECT NO.: 888 MA 000 H7525 01L

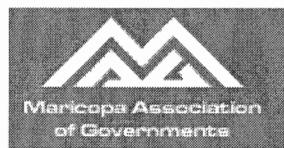
Prepared by:



NOISE REDUCTION STUDY WITHIN MARICOPA COUNTY

FINAL NOISE STUDY TECHNICAL REPORT

Prepared for



Maricopa Association of Governments
302 N. 1st Avenue
Phoenix, AZ 85003

Prepared by



AZTEC Engineering
4561 East McDowell Road
Phoenix, AZ 85008

June 2008

EXECUTIVE SUMMARY

The Maricopa Association of Governments (MAG) has identified several locations where traffic noise could be mitigated using Proposition 400 funds. These funds are intended to mitigate traffic noise in residential areas where the noise levels have increased due to higher traffic volumes on the MAG Regional Freeway System. This would allow for the reduction of traffic noise levels in areas that are not eligible (**lower noise levels than the Arizona Department of Transportation's [ADOT] Noise Abatement Policy Action Level**) for noise mitigation through the normal ADOT process.

Noise level monitoring was conducted to determine the existing noise level conditions. Monitoring was conducted during the morning peak travel time from 5:30 AM to 9:00 AM and afternoon peak travel time from 3:30 PM to 7:00 PM. A peaceful subdivision in Maricopa County is considered quiet at 40 to 50 "A"-weighted decibels (human hearing range). An urban freeway shoulder in Maricopa County is considered noisy at 70 to 80 "A"-weighted decibels (human hearing range). The average monitored noise levels ranged from 50 to 66 "A"-weighted decibels.

Reduction was considered for customers (homes) in the form of noise barriers. The following table summarizes the recommended barrier cost.

BARRIER SUMMARY					
Barrier Description	Jurisdiction	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost*
Barrier 01	Phoenix	1,353	10-14	15,078	\$603,120
Barrier 02	Phoenix	2,738	14-18	41,638	\$1,775,040
Barrier 03	Phoenix	1,521	12-16	23,563	\$1,003,360
Barrier 04	Phoenix	1,452	16-18	24,519	\$867,207
Barrier 05	Peoria	2,693	14-20	44,546	\$1,842,320
Barrier 06	Peoria	5,115	14-20	86,596	\$3,668,440
Barrier 07	Peoria	2,110	12-16	30,553	\$1,222,120
Barrier 08	Scottsdale	1,757	10-18	27,251	\$1,160,320
Barrier 09	Scottsdale	2,125	12-14	29,100	\$1,249,000
Barrier 10	Phoenix	1,899	12-16	24,301	\$992,040
Barrier 11	Maricopa County	2,283	8-16	28,935	\$1,248,720
Total for Barriers:		25,046	8-20	376,080	\$15,631,687

* The unit cost of barriers was assumed at \$40.00 per square foot.

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1.0 INTRODUCTION

This noise reduction study was developed to focus on the areas that were chosen as possible noise reduction sites and prioritized accordingly. There were originally 15 proposed noise-sensitive locations submitted by member governments. Upon initial screening, 11 potential noise reduction locations were identified for further noise analysis. The Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM) 2.5 was used to predict traffic noise levels and to conduct the noise reduction analysis for these 11 locations. The locations for these 11 potential noise reduction areas are shown in Figure 1.

The unit cost of the barriers was assumed at \$40 per square foot and the unit cost for removal of existing privacy wall and noise wall was assumed at \$40 per linear foot.

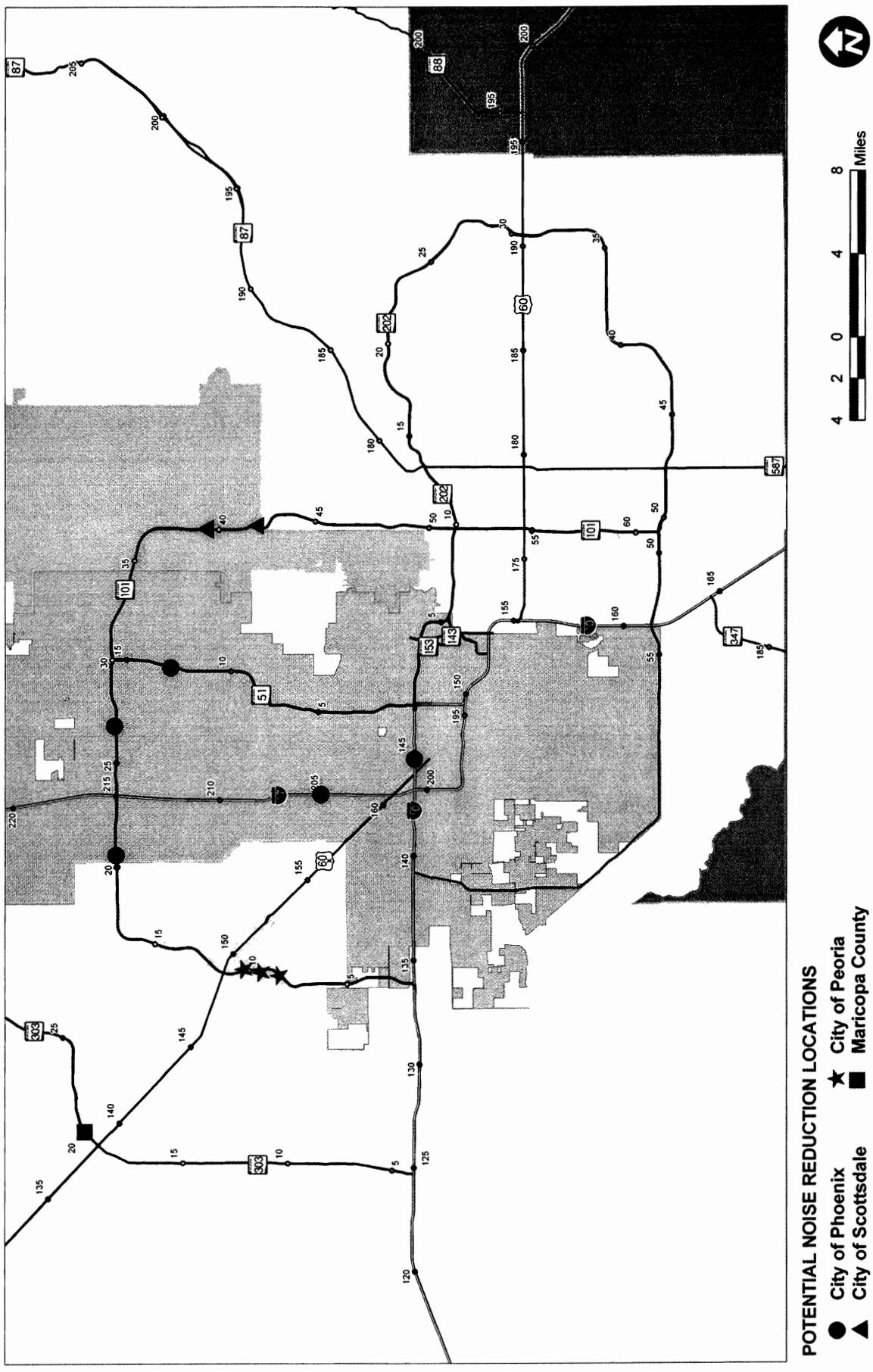


Figure 1. Potential Noise Reduction Locations

2.0 POTENTIAL NOISE BARRIER LOCATIONS

Eleven locations (refer to Appendix A) were selected for further noise reduction analysis. These locations were located within the jurisdiction of the City of Phoenix, City of Scottsdale, City of Peoria, and unincorporated portions of Maricopa County.

Noise reduction locations in the **City of Phoenix**:

- I-17 and Camelback Road, southeast corner (SEC)
- Interstate 10 (I-10) 7th Avenue to 15th Avenue, north side
- State Route (SR) 101 (Agua Fria Freeway) and 51st Avenue (SEC)
- SR 101 and 7th Street, northeast corner (NEC)
- SR 51 and Greenway Parkway, northwest corner (NWC)

Noise reduction locations in the **City of Peoria**:

- SR 101, Peoria Avenue to Grand Avenue, east side
- SR 101, Olive Avenue to Peoria Avenue, west side
- SR 101, Northern Avenue to Olive Avenue, west side

Noise reduction locations in the **City of Scottsdale**:

- SR 101 and 90th Street, NWC
- SR 101 and Cactus Road, NWC

Noise reduction location in unincorporated portions of **Maricopa County**:

- SR 303, Deer Valley Road to north of Robertson Drive

3.0 GENERAL DESCRIPTION OF NOISE MODELING

3.1 Existing Noise Levels

Existing noise sensitive land uses in the vicinity of the project limits were identified using land use maps, aerial photography, and site inspection.

Noise level monitoring was conducted to determine the existing noise level conditions (monitor location numbers are labeled "MON" on figures). Monitoring was conducted during the morning peak travel time from 5:30 AM to 9:00 AM and afternoon peak travel time from 3:30 PM to 7:00 PM. The average monitored noise levels ranged from 50 to 66 dBA. Table 1 shows monitoring noise levels for the 26 locations.

The monitoring noise levels represent the general noise environment of the neighborhoods adjacent to the freeways. Detailed noise level monitoring log results are located in Appendix B of this report.

TABLE 1
Noise Level Monitoring Results

Jurisdiction	Monitor Number	Address/Description	Freeway	First Monitoring Results			Second Monitoring Results ¹		
				Leq, dBA	Time	AM Peak Noise	Leq, dBA	Time	PM Peak Noise
Phoenix	MON-01	NE of West Highland Avenue and Black Canyon Highway frontage road	I-17	66 ²	2:00-2:20 PM	64	7:00-7:20 AM	63	3:10-3:30 PM
	MON-02	NWC, 9th Avenue and Moreland Street	I-10	59	7:00-7:20 AM	60	5:40-6:00 AM	59	6:10-6:30 PM
	MON-03	NWC, 11th Avenue and Moreland Street	I-10	61	7:30-7:50 AM	62	6:10-6:30 AM	61	6:30-6:50 PM
	MON-04	NWC, 13th Avenue just south of Culver Street	I-10	62 ²	8:00-8:20 AM	61	6:15-6:35 AM	—	—
	MON-05	4762 West Menadota Drive	SR 101 (backyard)	61	6:35-6:55 AM (frontyard)	57	8:20-8:40 AM	—	—
	MON-06	Playground, SEC, West Menadota Drive and North 48th Lane SWC, North 10th Place and East Pontiac Drive	SR 101	58	6:02-6:22 AM	—	—	52	3:30-3:50 PM
	MON-07	Behind the first row in the Mobile Home Park	SR 101	56	9:20-9:40 AM	60	6:50-7:50 AM	—	—
	MON-08	In front of the first row in the Mobile Home Park	SR 101	62 ²	9:45-10:05 AM	60	7:15-7:35 AM	60	4:00-4:10 PM
	MON-09	SW of West Yucca Street and North 93rd Avenue SW of North 92nd Drive and West Sanna Circle	SR 101 SR 101	59 ²	10:20-10:40 AM	58	7:15-7:35 AM	61	4:55-5:05 PM
Peoria	MON-11	SW of North 92nd Drive and West Mountain View Road	SR 101	59	7:30-7:50 AM	61	8:15-8:35 AM	60	5:20-5:30 PM
	MON-12	SW of North 92nd Drive and West Mountain View Road between 92nd Drive and 94th Avenue	SR 101	62	7:55-8:15 AM	63	7:50-8:10 AM	—	—
	MON-13	Northwest of West Mountain View Road between 92nd Drive and 94th Avenue	SR 101	50	8:20-8:40 AM	53	8:25-8:45 AM	—	—
	MON-14	Northwest of 92nd Drive and West Monroe Street	SR 101	61	8:50-9:10 AM	63	7:50-8:10 AM	—	—
	MON-15	Northwest of North 95th Avenue and West Las Palmaritas Drive	SR 101	60	2:25-2:45 PM	64	6:00-6:20 AM	55	3:00-3:10 PM
	MON-16	SWC, end of the cul-de-sac at East San Rafael Drive	SR 101	58	9:05-9:25 AM	59	6:20-6:40 AM	53	3:50-4:10 PM
	MON-17	West side of freeway south of East Via Linda	SR 101	59	9:40-10:00 AM	61	6:20-6:40 AM	57	3:25-3:45 PM
Scottsdale	MON-18	SWC, Larksprk Drive and 87th Street	SR 101	58	10:15-10:35 AM	59	7:05-7:25 AM	54	4:20-4:40 PM
	MON-19	SWC, Sweetwater Avenue and 87th Street	SR 101	53	10:40-11:00 AM	56	7:10-7:30 AM	51	4:50-5:10 PM
	MON-20	NWC, East Waltann Lane and 35th Street	SR 51	56	12:15-12:35 PM	56	7:00-7:20 AM	53	4:00-4:10 PM
	MON-21	15435 West Robertson Drive	SR 303	56	6:57-7:17 AM	59	5:50-6:10 AM	57	5:05-5:25 PM
	MON-22	Northwest of West Kemy Way and North 78th Drive	SR 101	58	10:55-11:15 AM	63	6:00-6:20 AM	55	4:30-4:40 PM
Glendale ⁴	MON-23	NE of North 77th Avenue and West Escuda Road	SR 101	55	11:30-11:50 AM	59	6:15-6:35 AM	—	—
	MON-24	SE of West Beardsley Road and Arrowhead Lakes Condominiums	SR 101	60 ²	12:40-1:00 PM	59	6:50-7:10 AM	—	—
	MON-25	SW of North 53rd Avenue and West Escuda Road	SR 101	58	1:10-1:30 PM	61	8:30-8:50 AM	—	—
	MON-26	SW of North 70th Drive and cul-de-sac	SR 101	58 ²	1:45-2:05 PM	56	7:30-7:50 AM	—	—
							6:55-7:15 AM	58	5:30-5:40 PM

Notes:

1. The noise levels in the AM peak are normally greater than in the PM peak, which is due to temperature inversion effects.
2. Some off-peak noise levels are higher than that in the AM peak, which is due to more traffic using frontage and local roads during the off-peak hours.
3. Noise levels were spot checked in PM peak to ensure they are lower than noise levels in AM peak.
4. Noise levels were conducted in the City of Glendale for information purposes only. Noise analysis was excluded because noise barriers have been built in the City.

The modeled noise receiver locations are denoted as "1_N_1", where the first "1" is the geographical location number. The "N" means the location is on the northbound direction of the roadway ("S" for the southbound direction of the roadway). The last "1" that follows the "N" (or "S") is a sequential number assigned to the noise receiver.

Table 2 shows the description of the locations and the number of modeled noise receivers in each location. Aerial graphics included in Appendix A shows the locations of the customers.

TABLE 2 LOCATION OF MODELED NOISE RECEIVERS		
Location	Number of Modeled Noise Receivers	Description of Location
01	3	Phoenix, I-17 & Camelback Road (SEC)
02	19	Phoenix, I-10, 7th Avenue to 15th Avenue (north side)
03	21	Phoenix, SR 101 & 51st Avenue (SEC)
04	13	Phoenix, SR 101 & 7th Street (NEC)
05	25	Peoria, SR 101, Peoria Avenue to Grand Avenue (east side)
06	34	Peoria, SR 101, Olive Avenue to Peoria Avenue (west side)
07	17	Peoria, SR 101, Northern Avenue to Olive Avenue (west side)
08	18	Scottsdale, SR 101 & 90th Street (NWC)
09	20	Scottsdale, SR 101 & Cactus Road (NWC)
10	14	Phoenix, SR 51 & Greenway Parkway (NWC)
11	17	Maricopa County, SR 303, Deer Valley Road to north of Robertson Drive
Total Number of Modeled Noise Receivers	201	

3.2 TNM 2.5 Modeling and Future Noise Level Impacts

This analysis utilized the FHWA-approved highway noise computer model TNM 2.5 for the noise level computations and noise reduction analysis. FHWA criteria specify that the noisiest condition be modeled. For this project, the noisiest condition is associated with the traffic volume that would result in the Level of Service (LOS) "C" for the operational characteristics of the roadway. Traffic volumes and traffic mix were derived from previous noise studies and Maricopa County traffic projections for 2030. Detailed traffic data for this noise study are shown in Appendix C. Input assumptions for the TNM 2.5 model are shown in Table 3.

TABLE 3
FHWA TNM 2.5 INPUT ASSUMPTIONS

Item Number	Description	Assumption
1	Ground Type	Hard Soil
2	Pavement Type	Average (TNM 2.5 Default)
3	Modeled Traffic Speed, freeway mainline segment	70 mph
4	Modeled Traffic Speed, ramp segment	55 mph
5	Modeled Traffic Speed, frontage road	50 mph
6	Modeled Traffic Speed, cross street	45 mph
7	Receiver Height Above Ground	5 ft
8	Number of Modeled Noise Receivers	201

The horizontal and vertical geometry of the existing roadway and coordinates for noise receiver locations utilized in this analysis were obtained from Maricopa County Geographic Information System topographic data, as-built plans and digital terrain models. The existing berms, and privacy wall locations, and elevations were identified from aerial photo interpretation and verified by field inspection. The aerial photographs used were taken in 2006.

Per ADOT's direction, noise reduction due to the existing rubberized asphalt (quiet pavement) was taken into account when predicting future noise levels. A 4 dBA noise reduction credit for quiet pavement was applied towards predicted noise levels for modeled locations along SR 101, SR 51, I-17, and I-10. These highways were rubberized as indicated in *Progress Report No. 2 Quiet Pavement Pilot Program*, dated December 2006. For SR 303, there was no indication in the progress report that rubberized pavement was implemented and therefore none was taken into account.

4.0 NOISE MODELING RESULTS

The results of the noise modeling and recommended noise reduction are shown in Appendix A and in Tables 4 through 25. The unit cost of the barriers was assumed at \$40 per square foot and the unit cost for removal of existing privacy wall and noise wall was assumed at \$40 per linear foot. In this report, existing privacy walls and noise barriers, which conflict with the new recommended barriers would be assumed to be removed.

LOCATION 01

Location 01 is located on the SEC between I-17 and Camelback Road in the City of Phoenix. As shown in Table 4, location 01 has three modeled noise receivers, representing approximately 16 adjacent customers. The noise levels at two modeled noise receivers are equal to or greater than 64 dBA, representing approximately five impacted customers.

TABLE 4 PREDICTED NOISE LEVEL RESULTS LOCATION 01						
Noise Receiver Locations	Monitored	Noise Level (Leg), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
1_N_1/MON-01	66	73	63	10	Barrier 01	
1_N_2		59	55	4		
1_N_3		70	61	9		

- Modeled Receivers \geq 64 dBA

Noise receivers 1_N_1/MON-01, 1_N_2, and 1_N_3 represent the common outdoor activity areas of the two-story condominium. Noise reduction was considered for this condominium since the predicted noise levels are above 64 dBA.

Barrier 01 is recommended for customers at this condominium. Barrier 01 is a combination of two overlapping separate barriers. Due to access road constraints, one separate barrier was designed between the frontage road and freeway mainline. Barrier 01 would provide noise attenuation for five impacted customers on the first row. The height of the barrier would be approximately 10 to 14 feet. The barrier cost is shown in Table 5.

TABLE 5 BARRIER SUMMARY LOCATION 01				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 01 (Phoenix, I-17 and Camelback Road)	1,353	10-14	15,078	\$603,120

LOCATION 02

Location 02 is a historic neighborhood located on the north side of I-10 between 7th Avenue and 15th Avenue in the City of Phoenix. There is an existing noise barrier along the 7th Avenue on-ramp with heights of 9 to 10 feet as measured on the residential side. As shown in Table 6, location 02 has 19 modeled noise receivers, representing approximately 57 adjacent customers. The noise levels at 16 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 51 impacted customers.

Noise Receiver Locations	Monitored	Noise Level (L _{eq}), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
2 W 1		64	63	1	Barrier 02	
2 W 2		67	61	3		
2 W 3		67	62	2		
2 W 4		61	58	3		
2 W 5/MON-02	60	65	62	3		
2 W 6		65	62	3		
2 W 7		62	59	3		
2 W 8		62	63	3		
2 W 9		63	59	4		
2 W 10		63	63	4		
2 W 11/MON-03	62	65	63	5		
2 W 12		65	60	5		
2 W 13		65	61	5		
2 W 14		65	62	4		
2 W 15		65	62	4		
2 W 16/MON-04	62	65	61	4		
2 W 17		67	61	3		
2 W 18		67	62	2		
2 W 19		67	66	1		

- Modeled Receivers ≥ 64 dBA

Barrier 02 is recommended for customers in this neighborhood. Barrier 02 is a combination of two overlapping noise walls, which are designed at the location of the existing noise barrier along the ramp and on the berm area. Barrier 02 would provide noise attenuation for 50 impacted customers. The height of the barrier would be approximately 14 to 18 feet on the residential side. The barrier cost is shown in Table 7.

TABLE 7 BARRIER SUMMARY LOCATION 02				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 02 (Phoenix, I-10, 7th Avenue to 15th Avenue)	2,738	14-18	41,638	\$1,775,040*
* Barrier cost includes remove and replace fee of \$109,520 for the existing noise barrier (2,738 ft).				

LOCATION 03

Location 03 is located on the SEC at SR 101 & 51st Avenue in the City of Phoenix. As shown in Table 8, location 03 has 21 modeled noise receivers, representing approximately 80 adjacent customers. The noise levels at 15 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 56 impacted customers.

Noise Receiver Locations	Monitored	Noise Level (Leq), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
3 E 1		65	59	7		
3 E 2		66	60	6		
3 E 3		65	60	5		
3 E 4		65	60	6		
3 E 5/MON-05	61	67	60	7		
3 E 6		67	61	6		
3 E 7		67	61	6		
3 E 8		66	61	5		
3 E 9		64	63	1		
3 E 10		62	61	1		
3 E 11		58	57	1		
3 E 12		58	56	2		
3 E 13		59	58	1		
3 E 14		62	62	0		
3 E 15		63	61	2		
3 E 16		64	61	3		
3 E 17		62	60	4		
3 E 18/MON-06	58	61	59	6		
3 E 19		60	63	3		
3 E 20		61	60	4		
3 E 21		61	61	3		

- Modeled Receivers ≥ 64 dBA

Barrier 03 is recommended for customers in this neighborhood. Barrier 03 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 03 would provide noise attenuation for 56 impacted customers. The height of the barrier would be approximately 12 to 16 feet. The barrier cost is shown in Table 9.

TABLE 9 BARRIER SUMMARY LOCATION 03				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 03 (Phoenix, SR 101 & 51st Avenue, SEC)	1,521	12-16	23,563	\$1,003,360*
* Barrier cost includes remove and replace fee of \$60,840 for the existing privacy wall (1,521 ft).				

LOCATION 04

Location 04 is located at the NEC at SR 101 & 7th Street in the City of Phoenix. As shown in Table 10, location 04 has 13 modeled noise receivers, representing approximately 44 adjacent customers. The noise levels at 13 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 44 impacted customers.

Noise Receiver Locations	Monitored	Noise Level (Leq), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
4 W 1		62	6		Barrier 04	
4 W 2		62	6			
4 W 3/MON-07	62	63	5			
4 W 4		63	4			
4 W 5		61	4			
4 W 6		63	5			
4 W 7		61	7			
4 W 8		61	6			
4 W 9		61	6			
4 W 10		61	6			
4 W 11		63	4			
4 W 12		65	2			
4 W 13		64	2			

- Modeled Receivers ≥ 64 dBA

Barrier 04 is recommended for customers in this neighborhood. Barrier 04 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 04 would provide noise attenuation for 41 impacted customers. The height of the barrier would be approximately 16 to 18 feet. The barrier cost is shown in Table 11.

TABLE 11 BARRIER SUMMARY LOCATION 04				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 04 (Phoenix, SR 101 & 7th Street, NEC)	1,452	16-18	24,519	\$867,207*
* Barrier cost includes remove and replace fee of \$58,080 for the existing privacy wall (1,452 ft).				

LOCATION 05

Location 05 is located on the east side of SR 101 between Peoria Avenue and Grand Avenue in the City of Peoria. As shown in Table 12, location 05 has 25 modeled noise receivers, representing approximately 63 adjacent customers. The noise levels at 20 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 52 impacted customers.

**TABLE 12
PREDICTED NOISE LEVEL RESULTS LOCATION 05**

Noise Receiver Locations	Monitored	Noise Level (Leq), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
5 N 1			62	5		
5 N 2			62	6		
5 N 3			62	5		
5 N 4/MON-08	60		62	5		
5 N 5			62	5		
5 N 6			61	4		
5 N 7			62	4		
5 N 8			62	5		
5 N 9/MON-09	62		62	5		
5 N 10			62	5		
5 N 11			61	4		
5 N 12		63	59	4		
5 N 13			59	6		
5 N 14			59	6		
5 N 15			60	5		
5 N 16		63	59	4		
5 N 17			60	4		
5 N 18			62	3		
5 N 19		63	61	2		
5 N 20		61	59	2		
5 N 21		63	59	4		
5 N 22			60	5		
5 N 23/MON-10	59		61	6		
5 N 24			60	6		
5 N 25			60	6		

- Modeled Receivers \geq 64 dBA

Barrier 05 is recommended at the existing noise wall location with an extension approximately 1,180 feet to the north of the existing wall terminus. Barrier 05 would provide noise attenuation for 52 impacted customers. The height of the barrier would be approximately 14 to 20 feet. The barrier cost is shown in Table 13.

**TABLE 13
BARRIER SUMMARY LOCATION 05**

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 05 (Peoria, SR 101, Peoria Avenue to Grand Avenue)	2,693	14-20	44,546	\$1,842,320*

* Barrier cost includes remove and replace fee of \$60,480 for the existing noise barrier (1,512 ft).

LOCATION 06

Location 06 is located on the west side of SR 101 between Olive Avenue and Peoria Avenue in the City of Peoria. As shown in Table 14, location 06 has 34 modeled noise receivers, representing approximately 70 adjacent customers. The noise levels at 34 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 70 impacted customers.

TABLE 14
PREDICTED NOISE LEVEL RESULTS LOCATION 06

Noise Receiver Locations	Monitored	Noise Level (L _{eq}), dBA			Recommended Reduction Measure
		Unmitigated	Mitigated	Insertion Loss	
6 N 1			64	1	
6 N 2			60	6	
6 N 3			59	8	
6 N 4/MON-11	61		61	8	
6 N 5			62	7	
6 N 6			63	5	
6 N 7			63	6	
6 N 8			63	5	
6 N 9			63	6	
6 N 10			62	7	
6 N 11			63	5	
6 N 12			62	6	
6 N 13			62	6	
6 N 14			62	5	
6 N 15			62	5	
6 N 16			63	5	
6 N 17			62	6	
6 N 18/MON-12	63		62	6	
6 N 19/MON-13	53		60	4	
6 N 20			62	6	
6 N 21			62	5	
6 N 22			63	5	
6 N 23			62	6	
6 N 24			63	6	
6 N 25			63	6	
6 N 26			63	6	
6 N 27			63	6	
6 N 28			63	7	
6 N 29			63	6	
6 N 30/MON-14	63		62	9	
6 N 31			63	5	
6 N 32			62	7	
6 N 33			60	8	
6 N 34			60	7	

- Modeled Receivers ≥ 64 dBA

Barrier 06

Barrier 06 is recommended for customers in this neighborhood. Barrier 06 would replace the existing 8 foot privacy wall and wrap around the corner area on both ends of the neighborhood. Barrier 06 would provide noise attenuation for 68 impacted customers. The height of the barrier would be approximately 14 to 20 feet. The barrier cost is shown in Table 15.

TABLE 15 BARRIER SUMMARY LOCATION 06				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 06 (Peoria, SR 101, Olive Avenue to Peoria Avenue)	5,115	14-20	86,596	\$3,668,440
* Barrier cost includes remove and replace fee of \$204,600 for the existing privacy wall (5,115 ft).				

LOCATION 07

Location 07 is located on the west side of SR 101 between Northern Avenue and Olive Avenue in the City of Peoria. As shown in Table 16, location 07 has 17 modeled noise receivers, representing approximately 42 adjacent customers. The noise levels at seven modeled noise receivers are equal to or greater than 64 dBA, representing approximately 13 impacted customers.

Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure	
	Monitored	TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
7 N 1		59	56	3		
7 N 2		59	57	2		
7 N 3		61	58	3		
7 N 4		63	59	4		
7 N 5/MON-15		62	62	6		
7 N 6		62	62	5		
7 N 7		60	60	5		
7 N 8	63	59	59	4		
7 N 9		62	62	7		
7 N 10		63	63	8		
7 N 11		63	63	5		
7 N 12		62	62	3		
7 N 13	61	59	59	2		
7 N 14		59	57	2		
7 N 15		58	57	1		
7 N 16		59	59	0		
7 N 17	60	60	60	0		

- Modeled Receivers ≥ 64 dBA

Barrier 07 is recommended for an elementary school and adjacent customers located on the west side of 95th Avenue. The barrier was not recommended for customers on the north side of Butler Drive because two rows of 30-foot-high commercial buildings and a 9-foot privacy wall exist, which provides shielding effects for these customers. Barrier 07 would provide noise attenuation for 13 impacted customers. The height of the barrier would be approximately 12 to 16 feet. The barrier cost is shown in Table 17.

TABLE 17 BARRIER SUMMARY LOCATION 07				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 07 (Peoria, SR 101, Northern Avenue to Olive Avenue)	2,110	12-16	30,553	\$1,222,120

LOCATION 08

Location 08 is located on the NWC at SR 101 and 90th Street in City of Scottsdale. As shown in Table 18, location 08 has 18 modeled noise receivers, representing approximately 52 adjacent customers. The noise levels at three modeled noise receivers are equal to or greater than 64 dBA, representing approximately eight impacted customers.

Noise Receiver Locations	Monitored	Noise Level (L _{eq}), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
8 S 1		57	56	1	Barrier 08	
8 S 2		58	56	2		
8 S 3		63	58	5		
8 S 4/MON-16	59		60	5		
8 S 5			60	5		
8 S 6		62	58	4		
8 S 7		63	60	3		
8 S 8		59	59	0		
8 S 9		58	58	0		
8 S 10		61	59	2		
8 S 11		59	58	1		
8 S 12		60	59	1		
8 S 13		61	60	1		
8 S 14		60	60	0		
8 S 15		56	56	0		
8 S 16		57	57	0		
8 S 17		54	54	0		
8 S 18/MON-17	61		64	1		

- Modeled Receivers ≥ 64 dBA

Barrier 08 is recommended for adjacent customers on the southbound side of the freeway. Barrier 08 would provide noise attenuation for eight impacted customers. The height of the barrier would be approximately 10 to 18 feet as measured from the freeway side. The barrier cost is shown in Table 19.

TABLE 19 BARRIER SUMMARY LOCATION 08				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 08 (Scottsdale, SR 101 & 90th Street)	1,757	10-18	27,251	\$1,160,320*
* Barrier cost includes remove and replace fee of \$70,280 for the existing noise barrier (1,757 ft).				

LOCATION 09

Location 09 is located on the NWC at SR 101 and Cactus Road in the City of Scottsdale. As shown in Table 20, location 09 has 20 modeled noise receivers, representing approximately 31 adjacent customers. The noise levels for all modeled noise receivers are less than 64 dBA, therefore no impacted customers exist in this neighborhood.

Noise Receiver Locations	Noise Level (Leq), dBA				Recommended Reduction Measure	
	Monitored	TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
9 S 1		58	56	2	Barrier 09	
9 S 2		55	54	1		
9 S 3		62	60	2		
9 S 4		57	55	2		
9 S 5		63	60	3		
9 S 6		57	55	2		
9 S 7		63	60	3		
9 S 8		58	55	3		
9 S 9		62	60	2		
9 S 10		57	55	2		
9 S 11		62	60	2		
9 S 12		57	55	2		
9 S 13		61	60	1		
9 S 14		58	56	2		
9 S 15		59	58	1		
9 S 16		61	60	1		
9 S 17		58	57	1		
9 S 18		55	55	0		
9 S 19/MON-18	56	61	59	2		
9 S 20/MON-19	56	57	56	1		

- Modeled Receivers ≥ 64 dBA

Barrier 09 is evaluated for adjacent customers on the southbound side of the freeway. The height of the barrier would need to be approximately 12 to 14 feet high to achieve a 3 dBA noise reduction. Barrier 09 would replace the existing 8 foot privacy wall and connect to the existing 11-foot-high noise barrier to the north. Because of this comparatively low predicted noise levels, further evaluation may be needed to justify the feasibility for this noise barrier. The barrier cost is shown in Table 21.

TABLE 21 BARRIER SUMMARY LOCATION 09				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 09 (Scottsdale, SR 101 & Cactus Road)	2,125	12-14	29,100	\$1,249,000*
* Barrier cost includes remove and replace fee of \$85,000 for the existing privacy wall (2,125 ft).				

LOCATION 10

Location 10 is located on the NWC of SR 51 and Greenway Parkway in the City of Phoenix. As shown in Table 22, location 10 has 14 modeled noise receivers, representing approximately 22 adjacent customers. The noise level at one modeled noise receiver is equal to or greater than 64 dBA, representing approximately two impacted customers.

Noise Receiver Locations	Monitored	Noise Level (Leq), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
10 S 1		59	58	1	Barrier 10	
10 S 2		58	57	1		
10 S 3		58	56	2		
10 S 4		58	56	2		
10 S 5		56	54	2		
10 S 6		58	55	3		
10 S 7		58	56	2		
10 S 8		57	55	2		
10 S 9		57	55	2		
10 S 10/MON-20	56	59	56	3		
10 S 11		58	56	2		
10 S 12		59	56	3		
10 S 13		62	59	3		
10 S 14		59	59	5		

- Modeled Receivers ≥ 64 dBA

Barrier 10 is recommended to protect customers adjacent to the westbound side of the freeway. Barrier 10 would provide noise attenuation for two impacted customers. The height of the barrier would be approximately 12 to 16 feet. It would be designed at the existing noise barrier location on the south end and extend along the existing berm area and connect to the existing noise barrier to the north. The barrier cost is shown in Table 23.

TABLE 23
BARRIER SUMMARY LOCATION 10

Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 10 (Phoenix, SR 51 & Greenway Parkway)	1,899	12-16	24,301	\$992,040*

* Barrier cost includes remove and replace fee of \$20,000 for the existing noise barrier (500 ft).

LOCATION 11

Location 11 is located on the southbound side of SR 303 between Deer Valley Road and north of Robertson Drive in unincorporated portions of Maricopa County. As shown in Table 24, location 11 has 17 modeled noise receivers, representing approximately 20 adjacent customers. The noise levels at 16 modeled noise receivers are equal to or greater than 64 dBA, representing approximately 19 impacted customers.

TABLE 24
PREDICTED NOISE LEVEL RESULTS LOCATION 11

Noise Receiver Locations	Monitored	Noise Level (Leq), dBA			Recommended Reduction Measure	
		TNM 2.5 Model				
		Unmitigated	Mitigated	Insertion Loss		
11 E 1			63	3	Barrier 11	
11 E 2			63	4		
11 E 3			63	5		
11 E 4			63	5		
11 E 5			63	6		
11 E 6			63	9		
11 E 7			63	7		
11 E 8			62	7		
11 E 9			62	8		
11 E 10			61	8		
11 E 11			61	6		
11 E 12		62	59	3		
11 E 13			60	5		
11 E 14			61	4		
11 E 15			60	5		
11 E 16			62	5		
11 E 17/MON-21	59		63	7		

- Modeled Receivers ≥ 64 dBA

Barrier 11 is recommended for customers in this neighborhood. The barrier would replace the existing 5 to 6 foot privacy wall. Barrier 11 would provide noise attenuation for 19 impacted customers. The height of the barrier would be approximately 8 to 16 feet. The barrier cost is shown in Table 25.

TABLE 25 BARRIER SUMMARY LOCATION 11				
Barrier Description	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 11 (Maricopa County, SR 303, Deer Valley Road and North of Robertson Drive)	2,283	8-16	28,935	\$1,248,720*
* Barrier cost includes remove and replace fee of \$91,320 for the existing privacy wall (2,283 ft).				

5.0 CONCLUSION

This final noise study technical report evaluates the noise levels and makes noise reduction recommendations for 11 potential noise barrier locations within Maricopa County. Barriers are recommended for customers in Location 01 through Location 11. Table 26 summarizes the recommended noise barriers.

Table 26 BARRIER SUMMARY					
Barrier Description	Jurisdiction	Barrier Length (ft)	Barrier Height Range (ft)	Area of Barrier (ft ²)	Barrier Cost
Barrier 01	Phoenix	1,353	10-14	15,078	\$603,120
Barrier 02	Phoenix	2,738	14-18	41,638	\$1,775,040
Barrier 03	Phoenix	1,521	12-16	23,563	\$1,003,360
Barrier 04	Phoenix	1,452	16-18	24,519	\$867,207
Barrier 05	Peoria	2,693	14-20	44,546	\$1,842,320
Barrier 06	Peoria	5,115	14-20	86,596	\$3,668,440
Barrier 07	Peoria	2,110	12-16	30,553	\$1,222,120
Barrier 08	Scottsdale	1,757	10-18	27,251	\$1,160,320
Barrier 09	Scottsdale	2,125	12-14	29,100	\$1,249,000
Barrier 10	Phoenix	1,899	12-16	24,301	\$992,040
Barrier 11	Maricopa County	2,283	8-16	28,935	\$1,248,720
Total for Barriers:		25,046	8-20	376,080	\$15,631,687

Appendix A provides the locations of the recommended noise barriers. The recommended barrier locations and endpoints in this report are for illustrative purposes only and are subject to adjustment during final design.

ATTACHMENT THREE



BOARD MEMO

AGENDA ITEM 5A

To: Chairman Simplot and Members of the METRO Board of Directors

Through: Richard J. Simonetta, Chief Executive Officer

From: Wulf Grote, P.E., Director, Project Development

Date: June 11, 2008

Re: I-10 West Corridor Update and Recommendations

PURPOSE

The purpose of this memorandum is to request that the Board approve the staff recommendation for a Locally Preferred Alternative (LPA) for high capacity transit in the I-10 West Corridor west of I-17. In addition, this memorandum also updates the Board on future actions that will be required to proceed with the I-10 West Corridor study.

BACKGROUND/DISCUSSION

METRO, in cooperation with the City of Phoenix and the Federal Transit Administration (FTA), is conducting an approximately 18-month study to analyze potential high-capacity transit improvements in the I-10 West study area that encompasses portions of Western Phoenix and Tolleson. The study area is bounded by 7th Street to the east, the Loop 101 (Agua Fria) Freeway on the west, Thomas Road on the north, and Buckeye Road on the south.

As part of the process to request funding from the FTA, the project is undergoing an Alternatives Analysis that involves a two-tiered technical evaluation with input from project stakeholders and the general public. The first evaluation tier is based on alternatives derived from an overall review of the project goals and involves a fatal flaw/qualitative analysis. The second tier of analysis serves to more closely evaluate remaining alternatives with additional and more quantitative criteria. The Alternatives Analysis will result in a recommendation known as the "Locally Preferred Alternative" and will include specifics regarding the preferred alignment and transit mode.

Primary project goals include:

- Added peak period travel capacity (mobility and mode choice);
- Access to corridor destinations and employment in the area of downtown and the State Capitol;
- Transit system connectivity;

- Cost-effectiveness;
- Reinforcement of downtown/State Capitol economic development opportunities; and
- Technical feasibility.

Based on land uses within the study area, the I-10 West Corridor was categorized into two distinct areas: west of 27th Avenue and east of 27th Avenue. The section west of 27th Avenue, known as the Mainline Section, serves as the east-west connection from the west valley to downtown Phoenix. The section east of 27th Avenue, the Downtown Section, serves as the connection between the Mainline Section, downtown Phoenix, and the Central Phoenix/East Valley starter line.

For the portion of the study area that includes downtown and connection to the existing system, access to corridor destinations and a connection to the existing Light Rail Transit (LRT) Alignment on Central Avenue are high-priority goals. From 27th Avenue west to Loop 101, mobility is a primary goal due to the high current and expected future travel demand in this corridor.

Figures 1 and 2 show the alignment options that were included in the Tier 1 evaluation. Mode options for all alignments include Light Rail Transit (LRT), Bus Rapid Transit (BRT), and baseline bus (with minimal capital improvements). West of 27th Avenue, only the I-10 alignment option was included in Tier 1 because it is the only reasonable solution to achieve the mobility goal for this corridor. East of 27th Avenue, several alignments were evaluated.

Figure 1. I-10 West AA/EIS Mainline Alternative Screened in Tier 1 Process

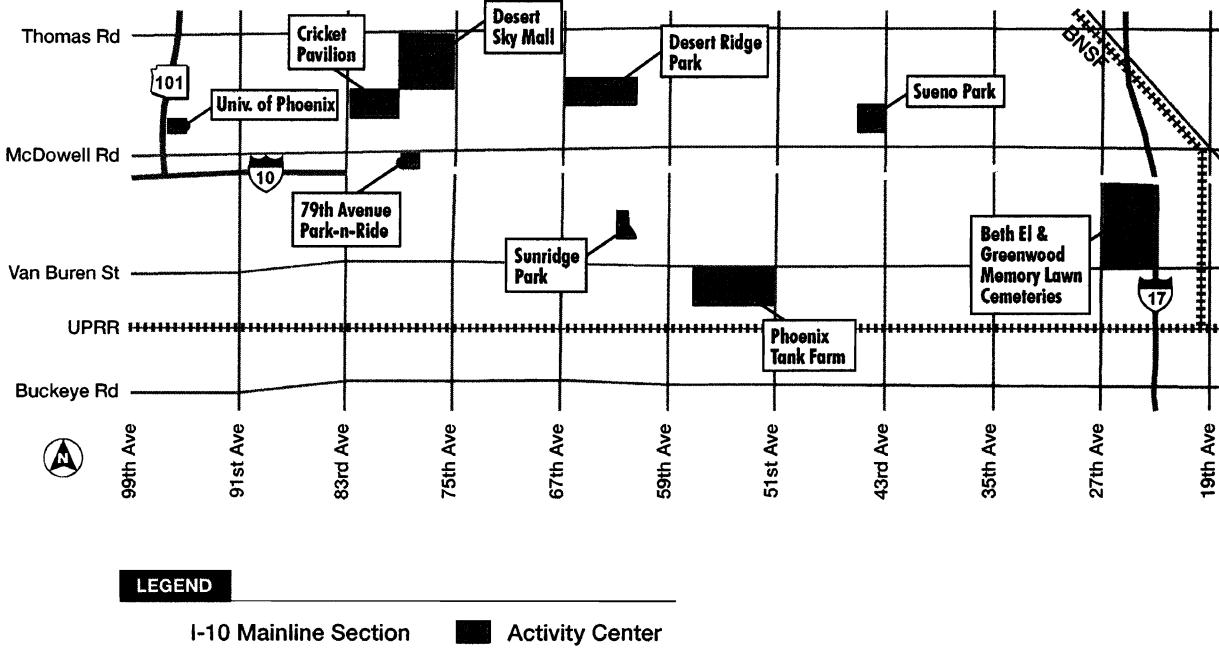
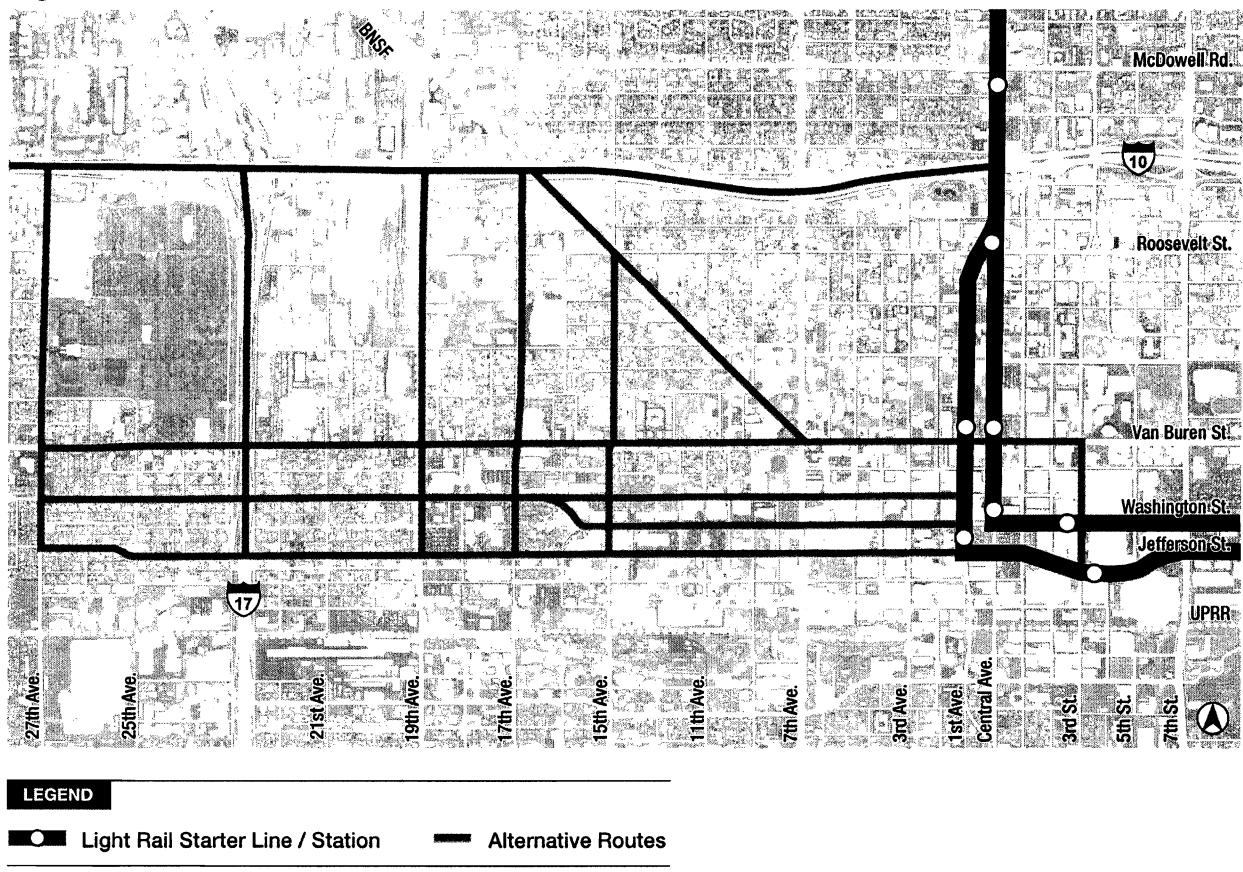
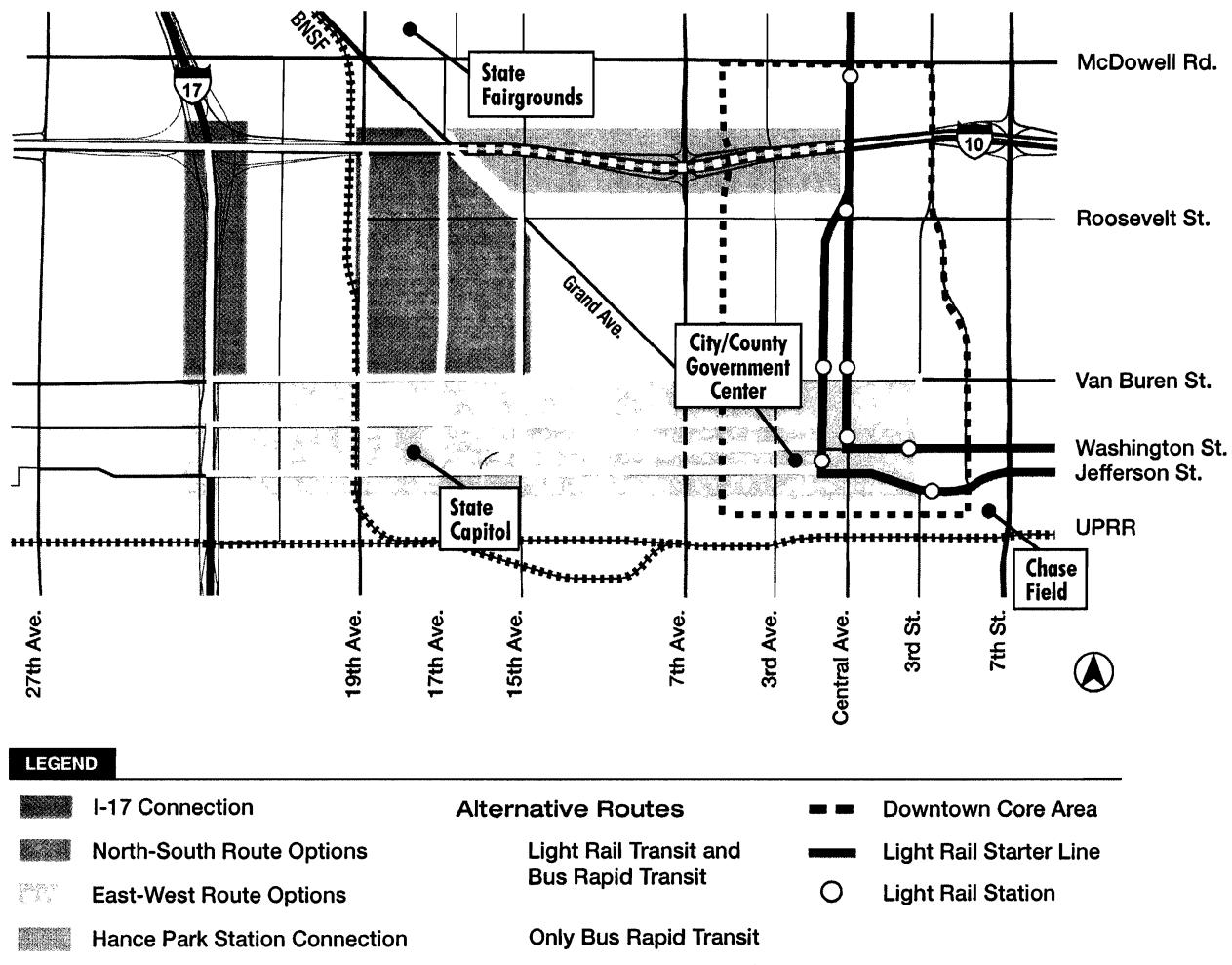


Figure 2. I-10 West AA/EIS Alternatives Screened in Tier 1 Process - Downtown



The goal of the Tier 1 evaluation is to eliminate alternatives that do not support the overall goals and objectives of the I-10 West AA/EIS project. Based on the criteria identified for the Tier 1 screening process, Grand Avenue and 27th Avenue are recommended to be eliminated due to mobility and access issues and technical feasibility, respectively. Light Rail Transit on I-10 between Grand and Central Avenues is also recommended to be eliminated based on technical feasibility, but Bus Rapid Transit will continue to be evaluated in this area. Both LRT and BRT will be evaluated on all other remaining alternatives in the Tier 2 process. Downtown alternatives to be screened during the Tier 2 process are shown in Figure 3 and include a Hance Park Station connection, an I-17 connection, as well as several other north-south and east-west route options.

With the elimination of the 27th Avenue alignment, the I-10 alignment becomes the only remaining option west of I-17. Given the Arizona Department of Transportation's schedule to widen the I-10 freeway in the study area by 2012, it is important to formalize the recommended high-capacity transit alignment along I-10 between I-17 and the western end-of-line, as soon as possible. This will maximize the opportunity for coordination between freeway and transit improvements.

Figure 3. I-10 West Alternatives to be screened in Tier 2 Process

Note: Within defined areas, multiple alignments are being considered.

The Phoenix City Council approved the I-10 alignment as the preferred alternative west of I-17 on April 16, 2008 based upon recommendations from the Alhambra, Central City, Encanto, Estrella and Maryvale village planning committees, the Phoenix Citizen's Transit Commission, Phoenix Planning Commission and the Phoenix Council Transportation Subcommittee.

Currently, the Arizona Department of Transportation (ADOT) is developing a Design Concept Report for vehicular travel lane improvements to the I-10 freeway. To maintain continuity in working with ADOT during their design phase and evaluate opportunities that could result in construction economies, METRO staff proposes to initiate the next phase of the existing consultant contract to complete the alternative analysis, initiate the Draft Environmental Impact Statement (DEIS) and conceptual design phases. Staff is negotiating with the consultant to identify scope and budget for this effort. METRO Board authorization will be sought for these project phases in the near future.

RAIL MANAGEMENT COMMITTEE CONSIDERATION

At its June 4, 2008 Rail Management Committee (RMC) meeting, the RMC recommended that the Board adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements.

RECOMMENDATION

Consistent with previous action by the Phoenix City Council, staff requests that the Board adopt the I-10 Freeway Right-of-Way, west of I-17, as the Locally Preferred Alternative (LPA) for high capacity transit improvements. This alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need for this project.

ATTACHMENT FOUR



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

June 18, 2008

TO: Members of the MAG Management Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: WORKING GROUP MEETING - DRAFT MAG FEDERAL FUND PROGRAMMING PRINCIPLES

Thursday, July 10, 2008, 1:30 - 3:00 p.m.
MAG Office, Suite 200 – Cholla Room
302 North 1st Avenue, Phoenix

To finalize member agencies input about the Draft - MAG Federal Fund Programming Principles (Principles) the fourth working group meeting will be held at the time and location noted above. The goal of this meeting is to conclude discussions of the Region's programming principles for Federal funds. MAG appreciates you, or an appropriate member of your staff attending.

The Draft Principles are attached for your review. This document is posted at the MAG website, under the Transportation area, on the Transportation Improvement Program (TIP) webpage: <http://www.mag.maricopa.gov/project.cms?item=413>. Please review the Draft Principles and either submit comments to me before or discuss them at the working group meeting.

It is the intent to test the Draft Principles in fiscal year 2009 for the competitive project selection process for paving projects and street sweepers, project change requests, and the Federal Fiscal Year 2009 Closeout Process. Using the Principles in a draft format will allow the processes to be assessed and adjusted before the Principles are formally approved.

If additional information is needed, please contact me at eyazzie@mag.maricopa.gov or at 602.254.6300.

cc: Transportation Review Committee
Intergovernmental Representatives
Working Group



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003

Phone (602) 254-6300 ▲ FAX (602) 254-6490

E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

June 18, 2008

TO: Members of the Transportation Review Committee
FROM: Eileen O. Yazzie, Transportation Programming Manager
SUBJECT: MAG FEDERAL FUND PROGRAMMING PRINCIPLES

The attached Draft – MAG Federal Fund Programming Principles (Principles) have been developed through three working group meetings that were held in March 2007, November 2007, and January 2008. A fourth meeting to finalize member agency's input will be held at MAG on Thursday, July 10, 2008 from 1:30 – 3:00 p.m., in the Cholla Room. This meeting notification is attached.

It is the intention to test the Draft MAG Federal Fund Programming Principles in FY09 for the competitive project selection process for paving projects and street sweepers, project change requests, and the Federal Fiscal Year 2009 Closeout Process. It is suggested to apply the Principles in a draft format, which will allow the processes to be assessed and adjusted before the Principles are formally approved.

The Draft Principles are attached for your review. This document is posted at the MAG website, under the Transportation area, on the Transportation Improvement Program (TIP) webpage: <http://www.mag.maricopa.gov/project.cms?item=413>. The Principles will be presented and discussed at the June TRC meeting. Comments can be submitted before, during, or after the meeting.

If other information is needed, please contact me at eyazzie@mag.maricopa.gov or at 602.254.6300.

MAG Federal Fund Programming Principles

DRAFT June 18, 2008

100. Guiding Principles

1. The MAG Federal Fund Programming Principles for the Region shall be reviewed and updated for compliance as new state, and federal laws are adopted.
2. The MAG Federal Fund Programming Principles will incorporate policy direction, as appropriate from Regional Council approved MAG Transportation Plans.
3. The MAG Federal Fund Programming Principles and any future changes will be approved through the MAG Committee Process including the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council.
4. The MAG Federal Fund Programming Principles are applicable to federal funded projects that are competitively selected and programmed through the MAG process. These projects compose part of the MAG Federal Fund Program.
5. Member agencies are encouraged to complete programmed federally funded projects on schedule to ensure that committed obligation authority is fully used, and to increase prospects of receiving a share of Arizona redistributed obligation authority.
6. A commitment will be made to use Congestion Mitigation and Air Quality (CMAQ) funds at the same rate of Surface Transportation Program (STP) funds. STP funds will not be obligated at a higher rate than CMAQ funds.
7. *The Guide to Transportation Programming (Guidebook)* will be published annually, prior to the start of the application process. The *Guidebook* will describe and provide the programming schedule and deadlines for the MAG Federal Fund Program, application forms, Federal fund estimates, programming process information per modal type, and contacts.
8. In accordance with the Clean Air Act, projects which are committed measures in the MAG air quality plans are legally binding for implementation. Examples include: Paving Unpaved Road Projects, PM-10 Certified Street Sweepers, and Paving Unpaved Road Shoulders. In addition, these types of projects are also essential for demonstrating air quality conformity for the Transportation Improvement Program and Regional Transportation Plan.

200. Application Process

1. Annually, MAG will request MAG member agencies to submit new project applications for consideration in the MAG Federal Fund Program dependent on the needs established by the *Guidebook*.
 - a. Project applications from previous submittals will not be retained or used.
2. The application forms will annotate and define the required information.
 - a. Each application will have a checklist of application components to be completed by the submitting agency. The information that is required for a complete application will be clearly identified on the checklist.
 - b. Each application will be signed by the Manager of the jurisdiction or designated representative.
 - c. If the required information is incomplete, the application will not be accepted. Notification will be sent to the project contact within 48 hours.
3. Applications must be submitted before or on the due date. Late applications will not be accepted.
 - a. Applications will be submitted via fax, e-mail (scan of signed application), mail, or in person, with the required signature of the jurisdiction Manager or designated representative. The application will also be submitted electronically for ease of data entry.
 - b. If an application is faxed or e-mailed with the required signature, it is accepted at that time, but it is required that the original signed hard copy will follow either in the mail or be delivered in person.
4. If a project is a joint project with more than one agency, the application must:
 - a. Be submitted by the lead agency that will be responsible for implementing the project and reporting on it to MAG;
 - b. List the main contacts for all agencies involved;
 - c. Document how the local cost component will be split among all partnering agencies; and
 - d. Include signatures from the other jurisdiction's Manager(s) or the designated representative.
5. If a project is proposed as a regional project, the project is consistent with a MAG approved plan.
6. Following the due date of project applications, there will be an internal MAG review to verify the eligibility of the project, and project components in the context of the current Federal regulations.
 - a. MAG staff will work with Federal Highway Administration (FHWA) to determine eligibility.
 - b. If a project is not eligible under the current Federal regulations, a notification will be sent to the project contact within two weeks.
 - c. If certain project components are not eligible under the current Federal regulations, MAG staff will work with the jurisdiction to modify the

project for eligibility purposes. Both the original and modified application will be presented at the Technical advisory committees.

7. Project information from the applications will be compiled by MAG Staff.

300. Programming Process

1. MAG has an established project application, programming schedule, and project selection process that are explained in *The Guide to Transportation Programming*.
2. The project applications submitted for consideration in the MAG Federal Fund Program are processed through the MAG Committee Process for project evaluation, and selection. This process begins with a project evaluation process at the modal Technical Advisory Committees (TAC), and continues through the MAG Committee Process: Transportation Review Committee (TRC), Management Committee, Transportation Policy Committee (TPC), and then Regional Council for review, recommendation, and approval.
3. The modal Technical Advisory Committee's role is to develop a project evaluation process that involves a technical evaluation, project criteria analysis, and a qualitative assessment that is guided by the goals and objectives of the MAG Regional Transportation Plan (RTP), and Federal guidelines.
 - a. The TAC is responsible to implement the project evaluation process and produce a ranked order list of project applications to be considered for Federal funding. The rank ordered list is then forwarded the TRC.
 - b. Modal Technical Advisory Committees will not change the project scope, schedule, budget, or requested federal funds during the evaluation process. The TACs purpose is to rank order projects as submitted in the application through a project evaluation process.
4. The modal TACs for the transportation modes are:
 - a. Bicycle Projects – Pedestrian Working Group and The Regional Bicycle Task Force
 - b. Pedestrian Projects - Pedestrian Working Group and The Regional Bicycle Task Force
 - c. Intelligent Transportation System (ITS) Projects – ITS TAC
 - d. Paving Projects – Street Committee and Air Quality TAC
 - e. Street Sweeper Projects – Street Committee and Air Quality TAC.
5. Project information from the applications will be sent to the modal technical advisory committee (TAC) for a tiered review process.
 - a. As part of the evaluation process, MAG Staff and the Air Quality TAC will complete a CMAQ evaluation for the projects being considered for Federal funds.

- b. At the first modal TAC meeting, the sponsoring agency will present their project(s) and have the modal TAC review the application information.
 - Bicycle and Pedestrian projects will be heard at The Pedestrian Working Group and The Regional Bicycle Task Force.
 - ITS projects will be heard at the ITS TAC.
 - Paving projects will be heard at the Street Committee.
 - Street Sweeper applications will not be presented to a modal TAC.
 - c. If the committee would like further clarification on project information contained in the application, the project sponsor can answer clarification questions at the first meeting, and the project sponsor also has an opportunity to clarify information on the application for the second modal TAC meeting.
 - The MAG Staff person for that modal TAC will provide the date for revised application information to be submitted to MAG in preparation for the second modal TAC meeting.
 - d. At the second modal TAC meeting, any revised project information is presented, and the project ranking can move forward based on the modal TAC approved process including the technical evaluation, project criteria analysis, and the qualitative assessment.
 - Bicycle and Pedestrian projects will be evaluated and ranked at The Pedestrian Working Group and The Regional Bicycle Task Force.
 - ITS projects will be evaluated and ranked at the ITS TAC.
 - Paving projects and Street Sweeper applications will be evaluated at the Street Committee and ranked at the Air Quality TAC.
 - e. The ranked list of projects from each modal TAC will then be forwarded to the Transportation Review Committee for project selection, and then continue through the MAG Committee Process.
6. The Transportation Review Committee's (TRC) role is to review the evaluation and analysis completed by the TACs, and select projects to be programmed with Federal funds.
- a. The TRC can make recommendations to change the project scope, schedule, or budget during the project selection process.
7. If the amount of federal funds for a project is recommended to be lowered than initially requested in the project application, or the scope of the project is recommended to change, the project application with proposed changes will be sent back to the Manager of the jurisdiction or designated representative for verification of new funding amounts or scope change.
- a. At the same time, MAG staff will determine if the CMAQ evaluation is affected.
 - b. The programming process is delayed accordingly.
8. For construction projects that are selected to be programmed with federal funds, a design/clearance phase will be programmed at least one year prior to the federally funded construction phase as noted in the application.

- a. It is not assumed that the separate design/clearance phase is funded with federal funds. Member agencies can request federal funds for the design phase *if* federal funds are available either in the programming process or the closeout.
- b. Member agencies will program the design & clearance phase with scope, budget, and schedule information provided in the initial application.

400. Programmed Federal Fund Projects

1. If a programmed federal fund project does not use the full amount of its programmed federal funds, the remaining balance of unused federal funds, will be returned to the region to be reprogrammed.
 - a. The member agency shall notify MAG of the amount of unused federal funds once it is determined.
2. If a member agency will not able to complete a federal funded project with federal funds, the federal funds will be returned to the region to be reprogrammed.
 - a. The member agency shall notify MAG if it decides it will not utilize federal funds for a project.
3. The amount of MAG federal funds available for a project is the programmed amount listed in an approved TIP. Member agencies are responsible for any project cost increases
4. A member agency can request a change to a programmed Federal Fund Project in the TIP for the current fiscal year.
 - a. Types of project changes: advancing the project, segmenting the project, or modification of the Project Scope. All Project Change requests are reviewed on a case-by-case basis.
 - b. MAG staff will review the eligibility of the project change request by the Federal guidelines.
 - c. MAG staff will also review, analyze, and convey how the project change request will impact the CMAQ evaluation and other criteria the modal TAC has established.
 - d. The requested change will go through the MAG Committee Process, as part of the Project Change request, beginning at the modal technical advisory committee that originally programmed/prioritized them.
 - e. This does not include notifications of deferred projects and/or projects that will not be utilizing federal funds. This occurs during the Closeout.

500. Closeout Process

1. The Closeout Process consists of three phases:
 1. Initial Closeout: The initial closeout usually occurs as soon as the FY Appropriations Bill is available. It involves a simple comparison

- between the funds available and the projects programmed, resulting in an estimate of “uncommitted” funds.
2. **Interim Closeout:** Member agencies notify MAG staff, during the month of March of each year, of the projects that they wish to defer from the current fiscal year to the following fiscal year or that they do not wish to proceed with. When this total amount of federal funds to be deferred or removed is known, agencies are then requested to identify projects that can utilize the funds made available. Project submitted to use Closeout funds usually occurs by mid to late April.
 3. **Final Closeout:** Throughout a project cycle, adjustments can occur to projects and to the apportionment or appropriations formulas that can add to, or subtract from, the funds available. Also, redistributed OA may become available. “Contingency” projects are identified that can use these funds, often at very short notice.
2. *The Guide to Transportation Programming* will explain the Closeout schedule, due dates, forms, and requirements for project deferrals and project submittals for the Closeout.
3. During the closeout process, the deferred projects and non-obligated federal funds will be considered within each mode as determined by the Regional Transportation Plan (RTP).
- a. If a MAG federally funded project is requested to be deferred, the close-out process continues through the mode classification of the project.
 - b. The modes that are programmed in the RTP to receive federal funds and are in the MAG Federal Fund Program are: Streets/ITS-CMAQ, Streets-STP-MAG, Bicycle/Ped-CMAQ, and Air Quality-CMAQ. The funds (in dollars not percentages) would stay in each mode.
 - i. Example: if Bike Project A, funded by CMAQ, was deferred to a later year, the funds associated with Bike Project A would stay in the Bike/Pedestrian mode.

600. Closeout Process – Deferrals

1. For construction and right of way projects, member agencies would be allowed a one time deferral without justification.
 - a. If this project has a design contract underway, the project would be deferred 1 year, if and only if, it had an approved DCR from ADOT.
 - b. If there is no design contract underway, the project would be deferred 2 years as it generally takes 2 years to complete the ADOT process.
 - c. If there is a design and clearance work phase for the project, it would be deferred accordingly.
2. For procurement, pre design, design, and planning study projects, member agencies would be allowed a one time deferral without justification.

3. If a project is requesting to be deferred for the second time or more, the sponsoring agency for the project will submit a justification memo explaining why the project should stay in the MAG Federal Fund Program.
 - a. The sponsoring agency for the project will submit a justification memo to MAG with the deferral notification that will be taken through the MAG Committee Process, beginning at TRC.
 - i. If the justification is approved the project would stay in the program.
 - ii. If the justification is not submitted or not approved, the project would be removed from the program.
 - b. MAG will provide either a form, or memo explaining the information for the justification memo in *The Guide to Transportation Programming*.

700. Closeout Process - Prioritization of Unobligated Federal Funds

1. MAG member agencies have an opportunity to submit projects to use the unobligated Federal funds for the current federal fiscal year.
 - 1) Local jurisdictions submitting a project for advancement or additional funds will complete and submit a Closeout Project Submittal Form by the due date for project submittals for Closeout funds.
 - 2) Local jurisdictions submitting a new project for Closeout will complete and submit the most current project application form by the due date for project submittals for Closeout funds.
 - 3) The *Guidebook* will explain due dates and forms.
 - 4) Applications must be submitted before or on the due date. Late applications will not be accepted.
2. Projects submitted for use of Closeout funds will be selected based on the following three priorities in order:
 - 1) Advancing projects (or phases of projects) of the same mode, that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP;
 - 2) Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less.
 - 3) New projects
3. MAG staff will do a fiscal analysis to determine if the program can add additional funds to an existing project (priority 2), and/or fund new projects (priority 3) within the fiscally constrained federal programs in the current TIP.
4. MAG staff will review the projects submitted for Closeout funds with ADOT Local Government Section to ensure that the projects can be obligated before the end of the current federal fiscal year.
5. Once projects are submitted, the MAG Staff and the Air Quality TAC complete a CMAQ evaluation for the proposed projects. The proposed projects are

then taken through the MAG Committee Process for evaluation and prioritization.

800. Re-distributed Obligation Authority (OA)

1. Re-distributed OA are federal funds in addition to the annual allocation and obligation authority that are distributed to the states. These additional funds are usually distributed at the end of the federal fiscal year. It will be decided through the MAG Committee Process on the Region's priority/priorities for re-distributed OA. The priorities can, but are not limited to, establishing contingency lists of projects for funding. This allows the MAG Committees flexibility to address the needs of the region, which can change over time.
 - a. The priority/priorities for re-distributed OA will be established during the close-out process, which can be funded in the remainder of the current fiscal year.

DEFINITIONS

Clean Air Act – The Clean Air Act (CAA) is the comprehensive federal law that regulates air emission from stationary and mobile sources. Among other things, this law authorizes the Environmental Protection Agency to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emission of hazardous air pollutants. – (Summary of the Clean Air Act, <http://www.epa.gov/lawsregs/laws/caa.html>, Retrieved on May 9, 2008)

Congestion Mitigation and Air Quality (CMAQ) funds - Congestion Mitigation and Air Quality funds are federal funds that are available for projects that improve congestion and air quality in areas that do not meet clean air standards ("non-attainment" areas). The transportation projects and programs that are eligible under the Congestion Mitigation and Air Quality Improvement Program are: Transportation Control Measures (TCMs), Extreme Low-Temperature Cold Start Programs, Alternative Fuels, Congestion Relief & Traffic Flow Improvements (ITS projects and programs), Transit Improvements, Bicycle and Pedestrian Facilities and Programs, Travel Demand Management, Public Education and Outreach Activities, Transportation Management Associations, Carpooling and Vanpooling, Freight/Intermodal, Diesel Engine Retrofits, Idle Reduction, Training, I/M Programs, and Experimental Pilot Projects.

The Guide to Transportation Programming – This MAG Guide is published on a yearly basis and its purpose is to provide MAG member agencies background information, instructions, and deadlines on the different transportation programs and requirements for the RTP, the MAG TIP, and the MAG Federal Fund Program for the upcoming fiscal year.

Joint Project – A joint project is a project that has more than one jurisdiction financially committed to the project.

MAG Air Quality Plans -

MAG Approved Plan – MAG approved plans are used in the evaluation of Regional Projects. The list of MAG approved plans that can be used are: the most recently approved: Regional Transportation Plan, MAG ITS Strategic Plan – April 2001, MAG Strategic Transportation Safety Plan – October 2005, MAG Regional Bikeway Master Plan – 2007, MAG Regional Action Plan on Aging and Mobility, MAG Regional Off-Street System Plan – February 2001, and the Arizona Strategic Highway Safety Plan – August 2007

MAG Committee Process – For purposes related to this document and process: Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council.

MAG Federal Fund Program – The MAG Federal Fund Program consists of projects in the MAG Transportation Improvement Program (TIP) that are funded with federal funds, both highway and transit projects. A component of this Program are the projects that are local sponsored, competitively selected and programmed through the MAG Process with Federal Funds. The categories that are available for local agencies to apply for federal funds through the MAG Process are: Arterial-ITS Projects – CMAQ funded, Arterial Projects – STP-MAG funded, Bicycle and Pedestrian Projects – CMAQ funded, and Air Quality Projects – CMAQ funded.

Modal Technical Advisory Committees (TAC) – The MAG Modal Technical Advisory Committees that are related to transportation programming are the MAG Street Committee, MAG Intelligent Transportation System (ITS) Committee, Air Quality Technical Advisory Committee, and the Pedestrian Working Group and the Regional Bicycle Task Force.

Regional Project – A Regional Project is a transportation project that affects more than one jurisdiction, or the entire county, that is funded by one agency.

Surface Transportation Program (STP) funds – Surface Transportation Program funds are federal funds designated to be used on highways, transit or street projects.